

Comprehensive Master Plan

Town of Brooklyn

Approved August 5, 2003



The Town of Brooklyn strives to protect its water and natural resources, scenic landscape and rural character of the Town, while recognizing and responding to the economic needs of the community.

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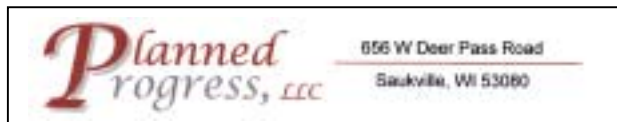


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INTRODUCTION

Element Introduction

The Town of Brooklyn contracted with Planned Progress, LLC to complete a “Smart Growth” compliant Comprehensive Plan. The Town had previously been operating under a Land Use Map prepared by Green Lake County. Due to questions arising from development issues, and the onset of “Smart Growth”, the Town felt it was time to create a Comprehensive Plan which would allow Town residents to actively participate in guiding their future into the year 2020.

The comprehensive planning process involved participation of multiple groups and individuals, including citizens, the Plan Commission, Town Board, Green Lake County, surrounding municipalities, and public entities functioning within the Town. (See the “Planning Process” Section of Chapter 2 “Issues and Opportunities” for more information) The newly formed Plan Commission consists of a cross section of residents with varied residential locations, occupations, ages and interests. When appointing the Plan Commission, the Town Board recognized the importance of input from residents having diverse backgrounds in order to ensure the Comprehensive Plan is a representative document of the Town’s values and future visions. Input and involvement from non-commission members was also encouraged throughout the planning process to obtain additional citizen insight.

Definition of Comprehensive Planning

Comprehensive plans are documents that provide long-range policy guidelines for decisions relating to the development of a community. Comprehensive plans include policies, goals, and calculations of the land use requirements for the community based upon projected growth in population, households and employment. Comprehensive plans identify general areas in the community where industrial, commercial, residential, agricultural or open space land uses will be allowed and sets forth plans and policies indicating how the community will provide municipal services to developing areas. Generally, comprehensive plans do not provide detailed design for specific parcels or areas; they set broad policy directions for growth, development and redevelopment. Comprehensive plans address multiple facets of a community and integrate these facets into a workable complete plan. Citizen input and involvement with the planning efforts help ensure the Comprehensive Plan is a representative document of citizens’ values and vision for the Town.

At times, individual policies may appear to conflict when viewed in isolation. A comprehensive plan helps resolve these conflicts as individual policies are viewed in the context of the whole community. Comprehensive plans help provide a rational basis for land use decision making and may be used to defend policies and codes if they are challenged. A comprehensive plan provides a guide for decision making so decisions made today do not jeopardize the community’s vision for the future.

This Comprehensive Plan presents a vision for the Town of Brooklyn, provides a strategy for realizing the vision, and sets policies for the growth and development of the Town. As is typical with comprehensive plans, this plan provides the structural framework that allows detailed implementation of the plan to be accomplished through the Zoning Ordinance,

Subdivision Ordinance and other general Town Ordinances, such as the Town of Brooklyn's Property Maintenance Ordinance.

Smart Growth

The most comprehensive planning legislation in Wisconsin's history was included in the 1999-2001 state bi-annual budget, and Governor Thompson signed Wisconsin Act 9 into law on October 27, 1999. Recodification of existing Chapter 66 of the Wisconsin Statutes went into effect January 1, 2001. The new legislation is commonly referred to as "Smart Growth" and provides the structure for developing comprehensive plans. By January 1, 2010, all communities which make land use decisions will need to base those decisions on an adopted comprehensive plan derived from the new statutory language.

The new statutes state that a comprehensive plan shall contain the following nine elements:

1. Issues and opportunities element;
2. Housing element;
3. Transportation element;
4. Utilities and community facilities element;
5. Natural and cultural resources element;
6. Economic development element;
7. Intergovernmental cooperation element;
8. Land use element; and
9. Implementation element.

This Plan has each of these elements separated into individual chapters.

The "Smart Growth" legislation also established fourteen local comprehensive planning goals to guide local planning efforts. The following list iterates these goals, which encompass a number of elements on the Plan:

1. Promotion of the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures;
2. Encouragement of neighborhood designs that support a range of transportation choices;
3. Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces and groundwater resources;
4. Protection of economically productive areas, including farmland and forests;
5. Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs;
6. Preservation of cultural, historic and archaeological sites;
7. Encouragement of coordination and cooperation among nearby units of government;
8. Building of community identity by revitalizing main streets and enforcing design standards;
9. Providing an adequate supply of affordable housing for individuals of all income levels throughout each community;
10. Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential commercial and industrial uses;

11. Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional and local levels;
12. Balancing individual property rights with community interests and goals;
13. Planning and development of land uses that create or preserve varied and unique urban and rural communities; and
14. Providing an integrated, efficient and economical transportation system that affords mobility, convenience and safety, and meets the needs of all citizens, including transit-dependent and disabled citizens.

These goals have been adjusted to be applicable to rural situations. For example, a town does not typically have a traditional main street. Yet a town derives part of its identity from nearby villages and cities, just as nearby villages and cities derive part of their identity from outlying rural areas. To gain the benefits which #8, ("Building of community identity by revitalizing main streets and enforcing design standards") is intended to provide in a village or city setting, the Town of Brooklyn Plan Commission analyzed the benefits the Town enjoyed from adjoining City of Green Lake's Main Street. Specifically, the Town felt the quaint, vibrant character of the City's downtown was an asset to the overall community and therefore wanted it preserved. Aggressive solicitation to encourage the addition of big box stores or fast food restaurants chains at the City limits was determined have possible detrimental effects on the character and economic viability of the existing Main Street. Town specific goals and policies have also been expanded under each element in the Plan to define and achieve the Town of Brooklyn's vision and planning goals.

By January 1, 2010, all local governments' land use related actions regarding any ordinance, plan or regulation will need to be consistent with its adopted comprehensive plan. If a community fails to base its land use decisions upon its adopted comprehensive plan, those decisions may not be considered legally defensible under the statutes.

The legislation also requires written procedures outlining the development and adoption of the plan to encourage public participation throughout the planning process, plan distribution to both internal and external affected entities, and a public hearing prior to final adoption of the Plan. Procedures for subsequent updates and amendments were also discussed and included in the Public Participation Plan which can be viewed in the Appendix.

Planning Boundaries

The Town of Brooklyn is located on the eastern edge of Green Lake County in Town 15, 16, and 17 North, and Range 12 and 13 East. The Town of Green Lake, the City of Green Lake, and the Lake itself (Big Green Lake) bound the southern edge of the Town. The western edge of the Town of Brooklyn abuts the Towns of Princeton and St. Marie. The northern edge abuts the Towns of St. Marie and Berlin. The eastern edge of the Town abuts the Town of Ripon in Fond du Lac County. The Town also touches the corners of the Towns of Nepeuskun and Metomen (both in Fond du Lac County) and the Town of Marquette (Green Lake County). (See the map in the Appendix.)

Issues & Opportunities



ISSUES AND OPPORTUNITIES

Element Introduction

The Issues and Opportunities Element contains background information on the Town and its overall goals and objectives to guide future development and redevelopment of the Town over a twenty (20) year planning period. Information in this section includes population, households, employment, demographic trends, age distribution, educational levels, income levels and other related information sources.

Previous Planning Efforts

Neither the County nor the Town of Brooklyn had a comprehensive plan in effect at the time of this Comprehensive Plan's creation. However, as shown in the table below, other regulations were in effect at the time of this Plan's creation.

Jurisdiction	Regulation	Date Adopted & Updated
County	Green Lake County Park, Recreation Open Space Plan	1988 / 2003
County	Green Lake County Farmland Preservation Plan	1983
County	Lake Management Land & Water Resource Management Plan	1997
County/Town	Zoning Ordinance	1976
County/Town	Land Division Ordinance	1976 / 2001

Planning Process

The planning process for this Plan began with several visioning sessions, hosted by Green Lake County Community Planning Committee. The public was encouraged to offer their insight to guide the future of Green Lake County. A survey was sent to each household to gather additional insight. (The tax address database was used in order to include seasonal as well as year-around residents.) The results of this survey and the visioning sessions were compiled in a bound booklet entitled *A Vision, Green Lake County, Our Community's Guide Into The Future*.

The Town of Brooklyn obtained a disseminated database of the survey results, which included only the Town's responses. This disseminated data, showing Brooklyn's responses was used to create the charts and graphs used in upcoming pages of this Plan.

The County also provided the Town with the base GIS data layers in order to complete the mapping sections of the Plan.

The Town of Brooklyn Plan Commission met monthly to continue working on the Plan. All citizens were encouraged to attend the meetings and offer their insight. It was the Plan Commission and Town Board's intent to gather as much input as possible, to ensure the Plan would in fact reflect the wishes of the Town populace. It is estimated that approximately 156 hours of Plan Commission meeting discussions, and community input were considered during the creation of the Plan. Meetings were also held between Town representatives and

the City of Green Lake, County, State, Regional Planning Commission, Wisconsin University Extension, Green Lake Sanitary District, US Department of Agriculture, and the Wisconsin Department of Transportation to discuss Plan related issues.

To help keep citizens informed, the Plan Commission included a letter to inform citizens on the planning process and accomplishments to date with a Town mailing on November 2001. An additional mailing was put out in January 2003. Boards with charts and graphs showing Brooklyn's responses to survey questions and graphs showing where each tax dollar goes were posted at the April 2002 and 2003 elections, and later displayed at the Green Lake Library. An open house, showing the draft the Goals and Objectives, and Land Use Map, was held in September 2002. Citizen response was successful, with comments being discussed at the subsequent Plan Commission meeting.

History of the Town

(Information taken from *A Heritage History of Beautiful Green Lake Wisconsin* by Robert W. and Emma B Heiple and *Green Lake Memories 1847–1997* edited by Thomas Gnewuch)

The Winnebago Indians were the first people to settle in Green Lake County. In 1835 James Powell, an Indian trader, settled in southeastern Brooklyn by the area now known as Powell Springs near Mitchell Glen. At that time Green Bay was the nearest trading point

In 1836 Wisconsin was organized as an independent territory. The Town of Brooklyn was part of Marquette County, which at that time was unsurveyed and comprised of 388 square miles. By 1840 Marquette County had a total population of 18 people. (The City of Milwaukee, in comparison, had a population of 30 during the same time.) In 1836 the government surveyed the land south of the Fox and Wisconsin Rivers and offered these lands for sale, at \$1.25 per acre, through the Green Bay Land Office. It was estimated in an advertisement that a prospective owner could set up a working farm for \$228.00. (Eighty acres of land \$100, log cabin \$25, yoke of oxen \$45, cow \$16, pigs and fowl \$2, and small tools \$40.)

The histories of Dartford (present day City of Green Lake) and of the Town of Brooklyn are one and the same in the beginning, since for many years Dartford was a part of Brooklyn, and therefore part of its government. Even after the plat of Dartford was recorded in 1847, Town records show that the Village was paying taxes to Brooklyn and was a part of the Town, still loosely under the same government. Dartford became independent of Brooklyn, when the Village of Dartford was incorporated on March 20, 1871. According to handwritten history by pioneer John Hale Brooks, the Town of Brooklyn included sections and fractional sections all around Green Lake.

The first settler in the present day Town of Brooklyn was William Dakin, who made the first entry of land in Brooklyn on August 16, 1843. He helped other settlers locate land here by making his home a wayfarer's stop. William Dakin later became one of the Town's first supervisors.

Anson Dart, William C. and John C. Sherwood were also among the earliest settlers in the area. Anson Dart brought his family from New York to the Sandstone Bluff near the Twin Lakes area. Winnebago Indians were plentiful in the area and often visited with the Darts. In 1843, Dart, a millwright, built a sawmill one mile south of Sandstone bluff for Samuel Beall. Dart operated the mill for 2 years until the water level of the Twin Lakes became so low, he was forced to close the mill. Soon after, Dart obtained 80 acres of land on the north shore of Green Lake where the Village of Dartford was later established. Dart built a dam, which still

exists today near Mill Street bridge, in the City of Green Lake, in order to develop water power for a sawmill. The next year (1846) Dart built a sawmill on the north shore between this dam and the Mill Street bridge. In 1847, the Dart family moved to the north side of Green Lake. Also in 1847 William C. and John C. Sherwood came from New York State to Wisconsin and eventually purchased land grants of some 1,600 acres on Green Lake's north shore. William returned to New York to get their families while John looked after their holdings. The two families settled here with William taking the farm area and in 1850 John building and operating a grist mill in Dartford (on present Green Lake's Mill Street, just north of the bridge). To power the mill, Sherwood dug a new outlet from the pond with a dam and fall on the north end of the waterway, and continued the stream to the east to divert the water back to the Puchyan. In 1874 Anson Dart and John C. Sherwood pooled their interests and platted the Village of Dartford, with the Register of deeds of Marquette County.

The first schools for the area were those held in homes, until one-room schools were built around 1845. Among the first of these were Bluffton School, situated north of Dartford in present day Brooklyn, Dakin School District to the east, and the Dartford school, located on the same site on Mill Street as the present school

The first railroad in Green Lake County, A branch line of the Wisconsin Central Railroad out of Milwaukee, brought Dartford's mail to a station at Markesan, and to Utley, eleven miles south of Dartford. Other lines were the Chicago and Northwestern, and then the Sheboygan and Fond du Lac Railroads. The Sheboygan and Fond du Lac Railroad was extended from Fond du Lac to the Fox River at Princeton. At this time, 1871, Dartford people built their first depot north of the Village in present-day Brooklyn Depot Road area, and the "Green Lake Station" was officially operating. The depot enabled mail to be delivered directly to the area.

In 1848, the Brooklyn Flour Mill was built and opened for business in the present Town of Brooklyn about one mile north of the Village of Dartford (today's Depot Road area). The three story limestone structure was built a few hundred feet south of the railroad tracks. The mill ran continuously for about a century, first as a millstone mill, and then as a roller mill, long after many other mills of its kind had disappeared in Wisconsin. In 1961, the mill was closed down and the old landmark was purchased by the Brooklyn Creamery. The building was later razed for the lumber, and eventually Green Lake Ready Mix purchased this property and is still using it today.

The little settlement in present day Brooklyn on the Puchyan (today's Depot Road area) had grown considerably. It was referred to as "Lower Town", and now had about a dozen homes, a general store in one home, a sawmill, a blacksmith shop, and a few other small businesses. Remnants of a brick-making business were found in later years, to the west of the railroad station depot.

The first election was held on April 3, 1849, at which 58 votes were cast and B. B. Spaulding was elected Chairman. Elected Supervisors were John W. Vars, Charles DeGroff, William Dakin. H. A. Buck was elected justice of peace. When the Town was first settled, it was known as Lexington. When the Town was organized January 10, 1849, the name was changed to Arcade. In the winter of 1850, the name was again changed, to its present day name of Brooklyn.

The land in Brooklyn was all taken up before 1850, most of it by actual settlers, a small part by speculators who held it only for a few years. Most of the settlers came from eastern states and were extremely energetic, as can be seen by the farms and businesses shown in the government and assessment rolls and the construction of highways and bridges. Health public welfare, schools, education, and districting were the concern of the Town Board and

were entirely the Town's responsibility, with no aid from state or federal government. In 1848 Wisconsin became a state, and in 1858 Green Lake County was set off from its parent County, Marquette, by an act of legislature.

By 1859 the Town of Brooklyn inhabitants numbered about 1,700 families of English descent, with a few Dutch, Welsh and Scot families scattered throughout. A total of 3,171 acres were cultivated, and total revenue for products sold or services rendered was \$15,680.00. The first crops raised on Brooklyn farms were wheat, corn, oats, beans, barley, peas, potatoes and hay. The winding Puchyan River provided the much needed water power for the grist and saw mills.

The first Brooklyn creamery was built in 1901, and replaced the skimming station that was located just across the road from the creamery site. The site was just east of the Brooklyn Flour Mill next to the dam that formed the Brooklyn Mill Pond. Through the years there have been several butter makers until the creamery, under the ownership of the Concord Cheese Company, went bankrupt in 1976. The building was later sold to the Mirr Tree Service Company.

The history of the Town of Brooklyn and the City of Green Lake could have been completely different. Around 1846, the area was known to have the best prospect for water power in Wisconsin, so there was an opportunity for someone to make a fortune through this power. Such a move would have changed the history of Brooklyn. If a dam had been built at Bluffton, water would have filled the Puchyan marsh and created a vast reservoir for power. This body of water, together with Green Lake would have created a body of water nearly 18 miles long and an average of 2 miles wide—with an 18 foot falls at Bluffton. If this had been developed to provide the additional power, the Town would most likely have experienced a considerable amount of additional growth.

Location and Existing Conditions

The Town of Brooklyn is located on the eastern edge of Green Lake County. Adjoining Brooklyn's eastern boundary is Fond du Lac County. Starting from the northeast corner of Brooklyn, and traveling in a clockwise direction, Brooklyn is surrounded the Fond du Lac County Towns of Nepeuskun, Ripon, Metomen; and the Green Lake County Towns of Green Lake, Marquette, Princeton, St Marie, and Berlin. Green Lake and the City of Green Lake form part of Brooklyn's southern boundary (See map in Appendix). Brooklyn consists of a total of 21,578 acres containing both rural and urban environments. Most areas along the lake are urbanized, with some of these parcels being served by the Green Lake Sanitary District. Other areas are a mix of family farms, natural waterways, wetlands, and residential or commercial development.

Population Profile

Analysis of Brooklyn's demographics identifies a number of key characteristics of the community's population. Table IO-1 below shows past populations and projected populations from the Department of Administration (DOA) and from East Central Regional Planning Commission (ECRPC). To arrive at projected populations, statistical variables such as immigration, out-migration, birth rates and death rates are taken into account. The DOA and ECRPC figures differ slightly since future predictions cannot be absolute. However, the total population estimated from ECRPC and DOA between now and the future indicates the

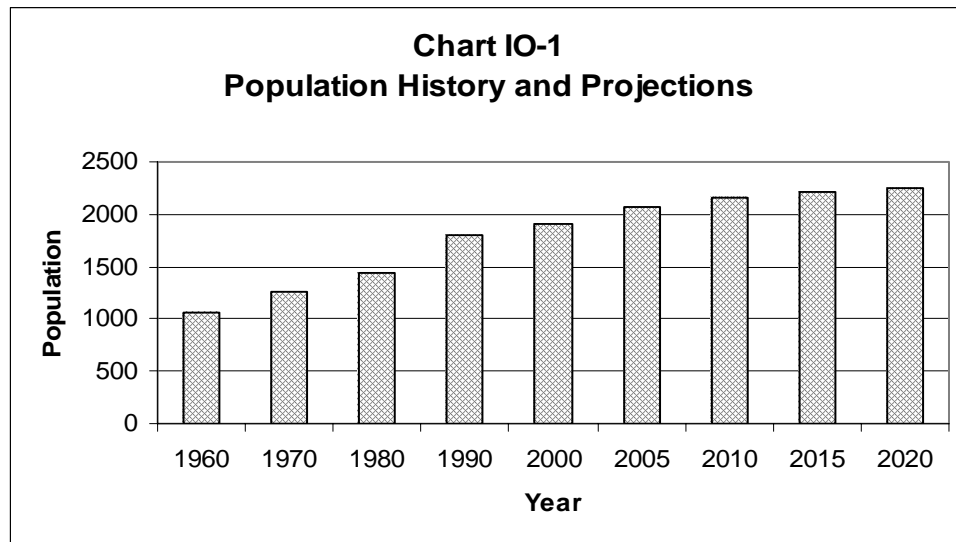
ECRPC and DOA projections are not significantly different. Based on this analysis, this Plan will use the slightly higher estimates from ECRPC to ensure availability of future housing.

According to ECRPC, Brooklyn's greatest growth period was from 1980 to 1990. During this time period, Brooklyn had a population increase of 367 persons, which denotes a 25.6% increase in the 1990 population as compared to the 1980 population. This growth was most likely due to the national trend of people moving from the cities to more rural locations. (As a reference, the City of Green Lake decreased in population by 11.9% from the 80's to the 90's.)

Table IO-1						
Population History and Projections						
Year	ECRPC Population	ECRPC Increase/ Decrease	ECRPC Percentage of Change	DOA Population	DOA Increase/ Decrease	DOA Percentage of Change
1960	1056			1056		
1970	1262	206	19.5%	1262	206	19.5%
1980	1431	169	13.4%	1431	169	13.4%
1990	1798	367	25.6%	1798	367	25.6%
2000	1904	106	5.9%	1938	140	7.8%
2005	2076	172	9.0%	1982	44	2.3%
2010	2151	75	3.6%	2020	38	1.9%
2015	2215	64	3.0%	2054	34	1.7%
2020	2256	41	1.9%	Not Available		

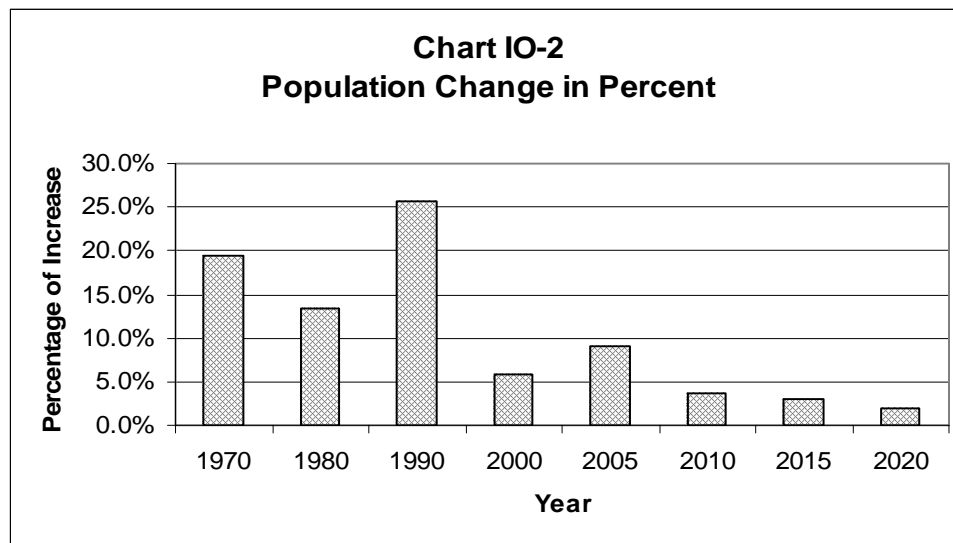
Source: East Central Regional Planning Commission, and the Department of Administration

Chart IO-1 illustrates that the Town will be growing in the future, but at a much slower rate as was experienced in the past.



Source: East Central Regional Planning Commission

Chart IO-2 illustrates that the population increase by percentage was substantially more from 1980 to 1990 than other past or projected time frames.



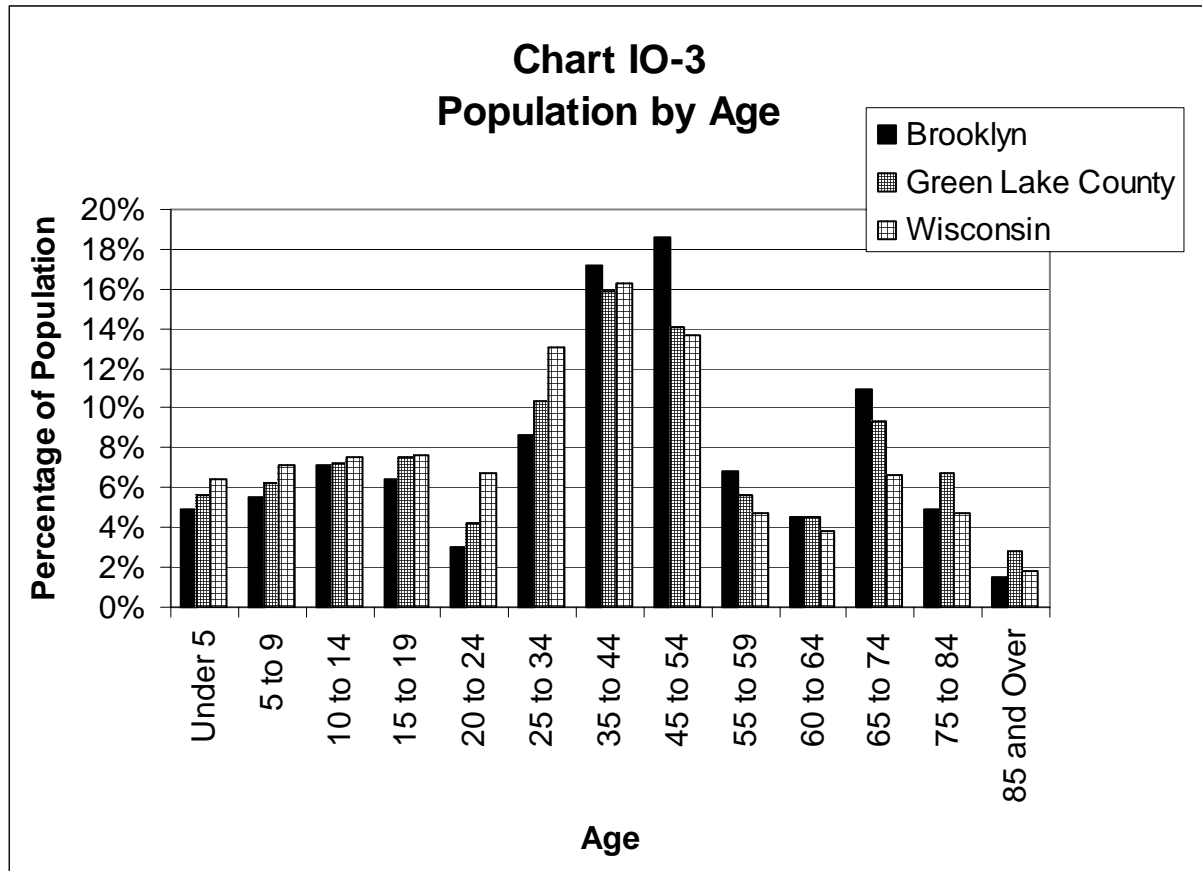
Source: East Central Regional Planning Commission

Table IO-2 depicts the age breakdown of the Town of Brooklyn, Green Lake County, and the State of Wisconsin populations. Generally, the median age is increasing in most places as the baby boom generation ages. The largest share (35.8%) of the Brooklyn population is between the ages of 35 to 54 as compared with the County, where 30% of the population is between 35 and 54. Brooklyn lags behind both the County and the State in people of ages 0 to 25. Brooklyn has a greater percentage of persons (11%) in the 65 to 74 age category, as compared to the County (9.3%) population, and the State population (6.6%) in the same category. Over 17.4% of Brooklyn's population is of retirement age as compared to 18.8% in Green Lake County, and 13.1% for the State. However, both the County and the State have more people than Brooklyn in the 85 and over category, with the County having almost twice as many as the Town.

Table IO-2 Population by Age			
Age	Brooklyn	Green Lake County	Wisconsin
Under 5	4.9%	5.6%	6.4%
5 to 9	5.5%	6.2%	7.1%
10 to 14	7.1%	7.2%	7.5%
15 to 19	6.4%	7.5%	7.6%
20 to 24	3.0%	4.2%	6.7%
25 to 34	8.6%	10.4%	13.1%
35 to 44	17.2%	15.9%	16.3%
45 to 54	18.6%	14.1%	13.7%
55 to 59	6.8%	5.6%	4.7%
60 to 64	4.5%	4.5%	3.8%
65 to 74	11.0%	9.3%	6.6%
75 to 84	4.9%	6.7%	4.7%
85 and Over	1.5%	2.8%	1.8%
Total	100.0%	100.0%	100.0%

Source: U.S. Bureau of the Census, Census 2000

Chart IO-3 visually shows that the Brooklyn's population is slightly older than that of the County. The State's population is even slightly younger than that of the County.



Source: U.S. Bureau of the Census, Census 2000

As shown in Table IO-3 below, Brooklyn's racial and ethnic diversity is limited with over 98.84% of Brooklyn's population comprised of whites. Brooklyn's racial and ethnic makeup is well below the state and national averages.

Table IO-3		
Ethnic Breakdown		
Race	Number of Persons	Percentage
White	1882	98.84%
American Indian and Alaska Native	2	0.11%
Asian	6	0.32%
Other (Includes Hispanic)	7	0.37%
Two or More Races	7	0.37%
Total	1904	100.00%

Source: U.S. Bureau of the Census, Census 2000

In reviewing education levels in the Town of Brooklyn, the highest percent of the population has a high school diploma (32.4%). Although they did not graduate, an additional 22.9% have had some college. In other words, 55.3% of the population either has a high school diploma or a high school diploma plus some college. One-quarter of the population has an associate degree or a bachelor's degree. In comparison, only 13.2% of the population has less than a high school education, with only 3.9% of that group having less than a ninth grade education. Brooklyn's higher than average education level is one factor in Brooklyn's higher than average income levels.

Table IO-4		
Education Level		
Education Level (Population 25 Years and Over)	Number of Persons	Percentage
Less than 9th Grade	55	3.9%
9th to 12th Grade, No Diploma	130	9.3%
High School Graduate	452	32.4%
Some College, No Degree	319	22.9%
Associate Degree	111	8.0%
Bachelor's Degree	244	17.5%
Graduate of Professional Degree	83	6.0%
Total	1394	100.0%

Source: U.S. Bureau of the Census, Census 2000

According to the 2000 Census, the median household income for non-seasonal Brooklyn residents is \$51,250. This is a 23% higher than Green Lake County's median income (\$39,462) and 15% higher than the State of Wisconsin's (\$43,791) median household income. (See Table IO-5)

Table IO-5
Median Household Income

Jurisdiction	Median Household Income
Brooklyn	\$51,250
Green Lake County	\$39,462
Wisconsin	\$43,791

Source: U.S. Bureau of the Census, Census 2000

As shown in Table IO-6, the Town has an average of 2.40 persons per household, which is slightly less people per household, in comparison, than Green Lake County's average of 2.43 persons per household. Brooklyn also has fewer people per household than the State of Wisconsin, which has 2.5 persons per household. The City of Green Lake, however, has only 2.04 people per household.

Table IO-6
Number of Persons Per Household

Jurisdiction	Persons per Household
Brooklyn	2.40
Green Lake City	2.04
Green Lake County	2.43
Wisconsin	2.50

Source: U.S. Bureau of the Census, Census 2000

Visioning: Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis

In August of 2000, Green Lake County used tax parcel information to send a survey to each seasonal and permanent household in the County. The survey was designed to formulate a Vision for the County's future by presenting questions regarding development, protection of resources, satisfaction with local services, and demographic information. Respondents were asked to note their level of agreement with each given statement on the survey. For example, one of the questions asked, "Protecting and preserving the County's agricultural land, is important to me." The respondent was then asked if he or she "Strongly Agree", "Agree", "Not Sure", "Disagree", or "Strongly Disagree". Two open ended questions were included in the survey regarding resident's location of employment and what they felt was the biggest challenge facing Green Lake County in the next twenty years. The survey was intended to explore priorities to collectively arrive at the conclusion to the question, "What do you want your community to look like in twenty years." The survey questionnaire can be viewed in the Appendix.

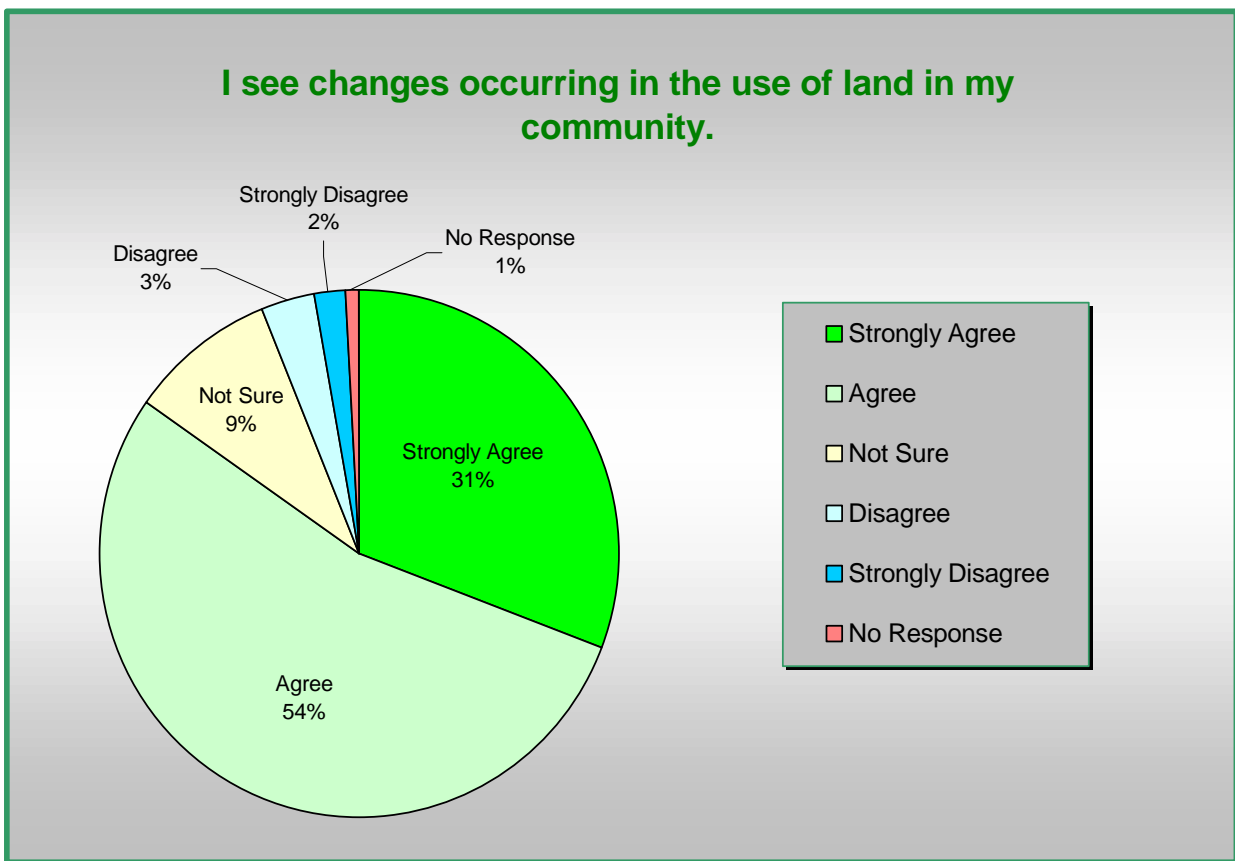
The County forwarded a breakdown of the data showing Brooklyn responses to the questions, in order that the Plan Commission could accurately determine the wishes of Brooklyn residents. The following pages show each of the survey questions, along with a response percentage table and a pie chart to graphically display Brooklyn's responses.

Generally speaking, the pie charts indicate responses in agreement with the survey question in a green color and responses which strongly agree in a stronger or darker green color. Likewise, responses in disagreement with the survey question are shown in a blue color and responses, which strongly disagree, are shown in a stronger or darker color of blue.

I see changes occurring in the use of land in my community.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	239	31%
Agree	418	54%
Not Sure	70	9%
Disagree	26	3%
Strongly Disagree	15	2%
No Response	7	1%
Totals	775	100%

Residents were asked if they feel that changes are occurring in the Town's land uses. As the chart shows, they could indicate to which degree they felt (or did not feel) changes were occurring.

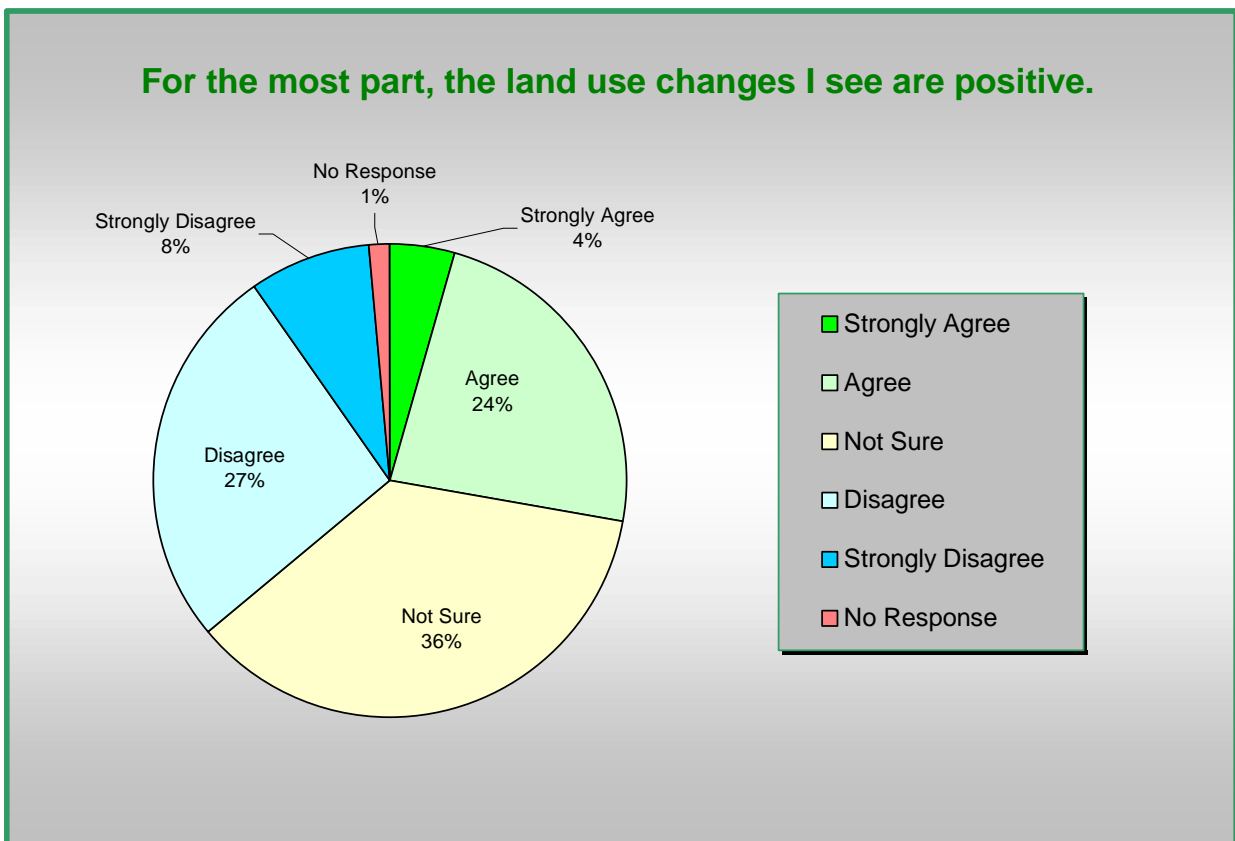


Most of the survey respondents believe that changes are occurring in the use of the land in their community. Approximately eighty five percent (85%) of the respondents either agree or strongly agree that changes are happening, while only five percent (5%) do not feel changes are occurring.

For the most part, the land use changes I see are positive.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	34	4%
Agree	182	24%
Not Sure	279	36%
Disagree	204	27%
Strongly Disagree	65	8%
No Response	11	1%
Totals	775	100%

Residents were asked if they feel that the changes they see are positive. As the chart shows, they could indicate to which degree they felt (or did not feel) changes were positive.

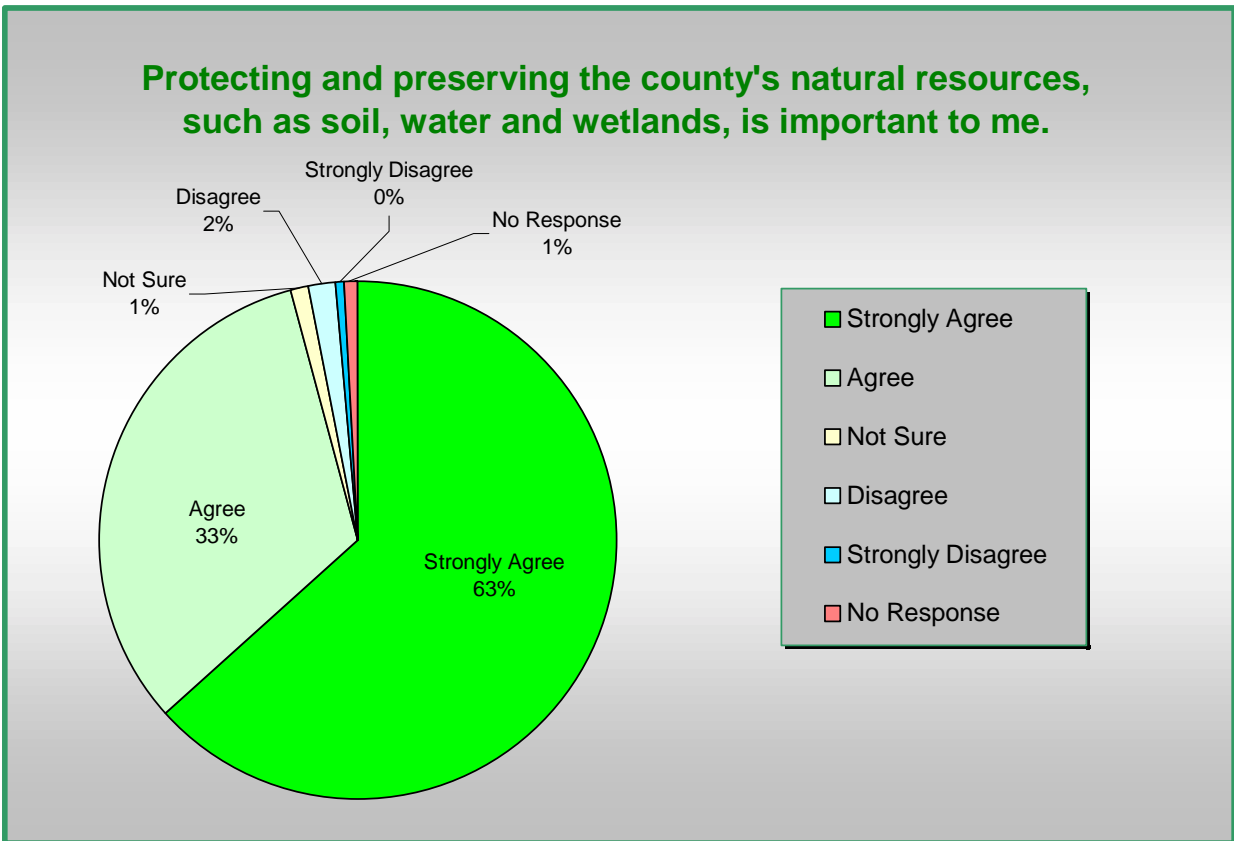


Respondents were fairly evenly divided on whether they felt changes were positive or negative. Approximately twenty eight percent (28%) felt changes were positive, thirty five percent (35%) felt they were negative, and thirty seven percent (37%) were not sure or did not respond. The high percentage rate of respondents that were not sure indicates more discussion should be held regarding future implications of these changes. Plan Commission discussion also speculated that respondents perhaps felt the question referred to future unknown changes in planning procedures as opposed to development related changes, and without more information respondents were unsure as to their feelings.

Protecting and preserving the county's natural resources, such as soil, water and wetlands, is important to me.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	491	63%
Agree	252	33%
Not Sure	9	1%
Disagree	13	2%
Strongly Disagree	3	0%
No Response	7	1%
Totals	775	100%

Residents were asked if they feel protecting and preserving the community's natural resources is important. As the chart shows, they could indicate to which degree they felt (or did not feel) protection is necessary.

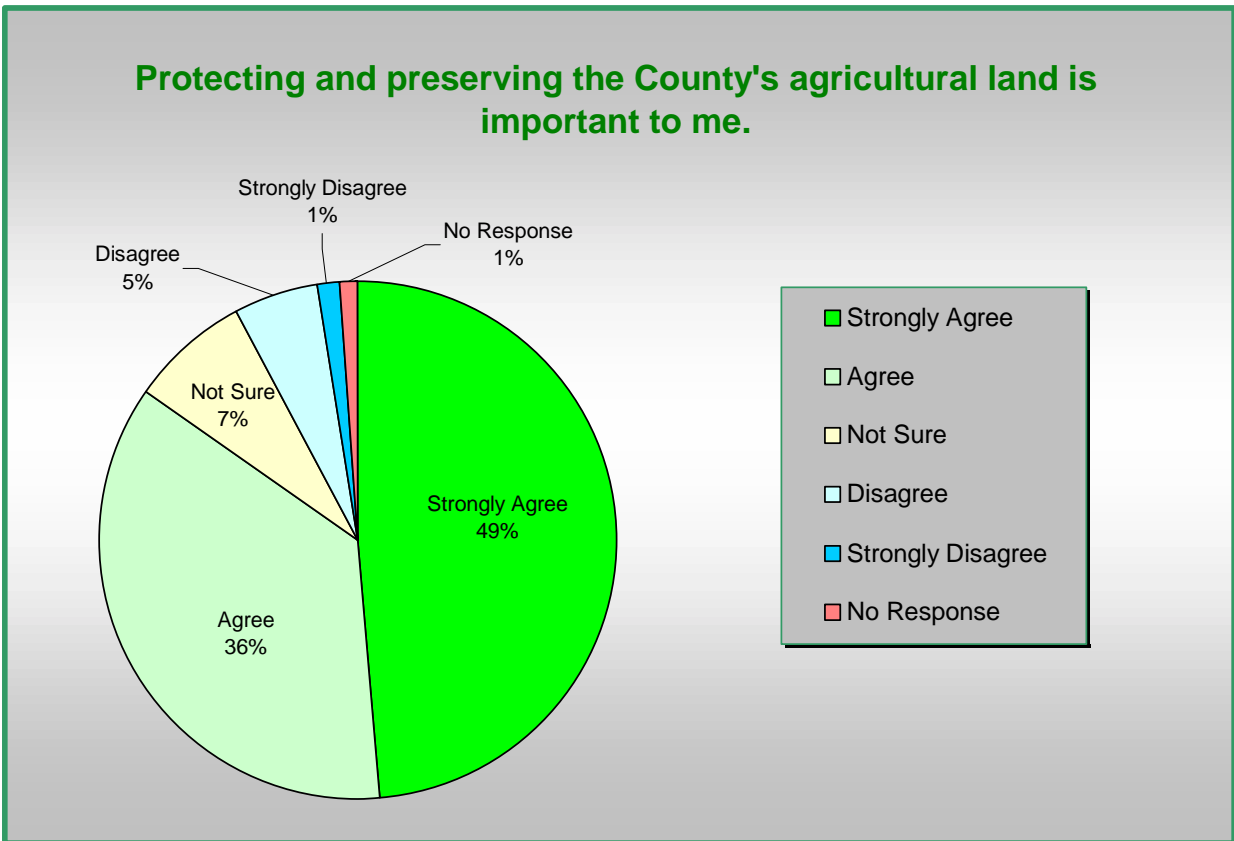


Responses clearly show that residents feel it is important to protect and preserve the area's natural resources. Approximately ninety six percent (96%) of the respondents agreed or strongly agreed that protection is important while only four percent (4%) disagreed or did not have an opinion on the matter. Only three respondents strongly disagreed with preserving the Town's natural resources. Plan Commission discussions cited these resources as being the heart and personality of the area.

Protecting and preserving the County's agricultural land is important to me.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	377	49%
Agree	280	36%
Not Sure	58	7%
Disagree	40	5%
Strongly Disagree	11	1%
No Response	9	1%
Totals	775	100%

Residents were asked if they feel protecting and preserving the Town's agricultural land is important. As the chart shows, they could indicate to which degree they felt (or did not feel) protection is necessary.

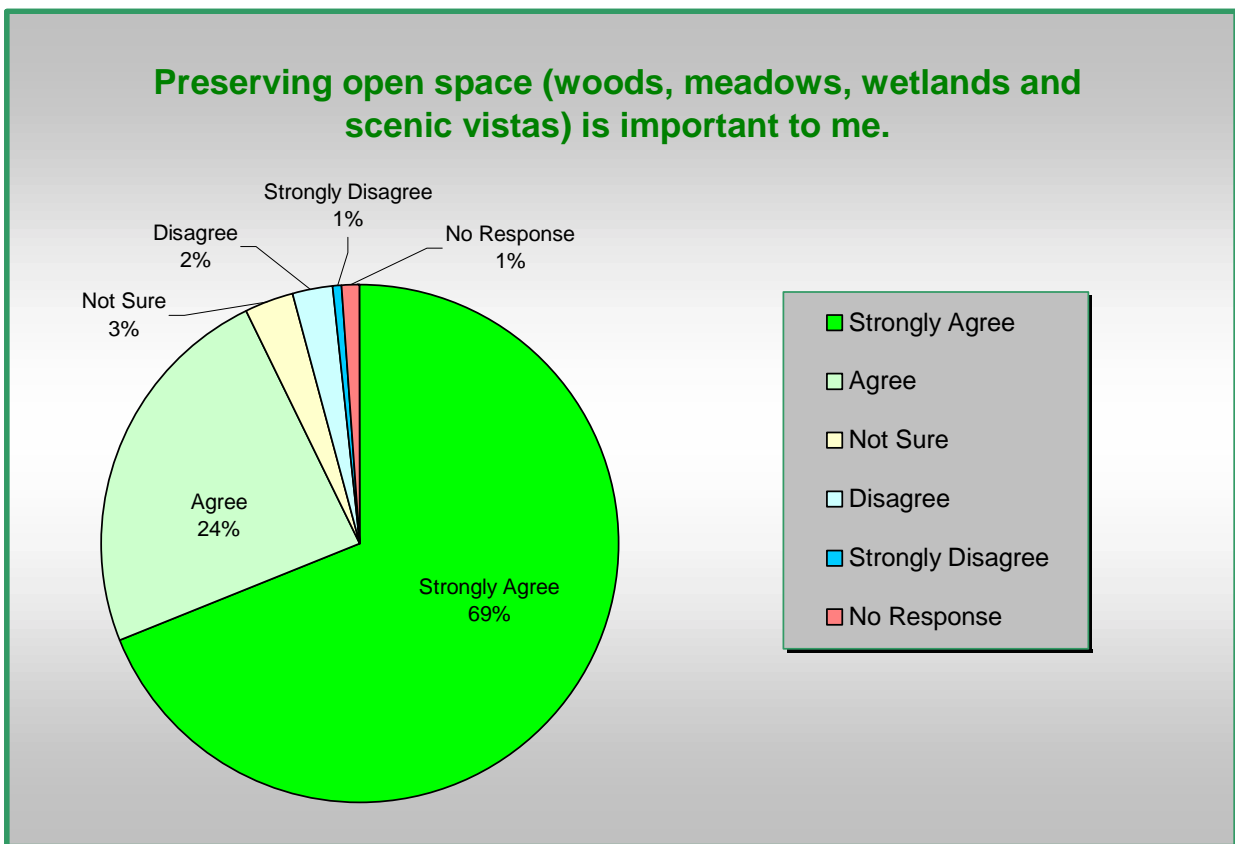


Protecting and preserving the agricultural land is also important to the Town's residents. Eighty five percent (85%) of the respondents agreed or strongly agreed that agricultural land should be conserved, while only six percent (6%) disagreed or strongly disagreed that conservation is necessary. Plan Commission discussions indicated farmland is a valuable asset in contributing to both the local economy and the desirable rural character of the area.

Preserving open space (woods, meadows, wetlands and scenic vistas) is important to me.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	534	69%
Agree	186	24%
Not Sure	22	3%
Disagree	21	2%
Strongly Disagree	4	1%
No Response	8	1%
Totals	775	100%

Residents were asked if they feel protecting and preserving the Town's open space is important. As the chart shows, they could indicate to which degree they felt (or did not feel) protection is necessary.



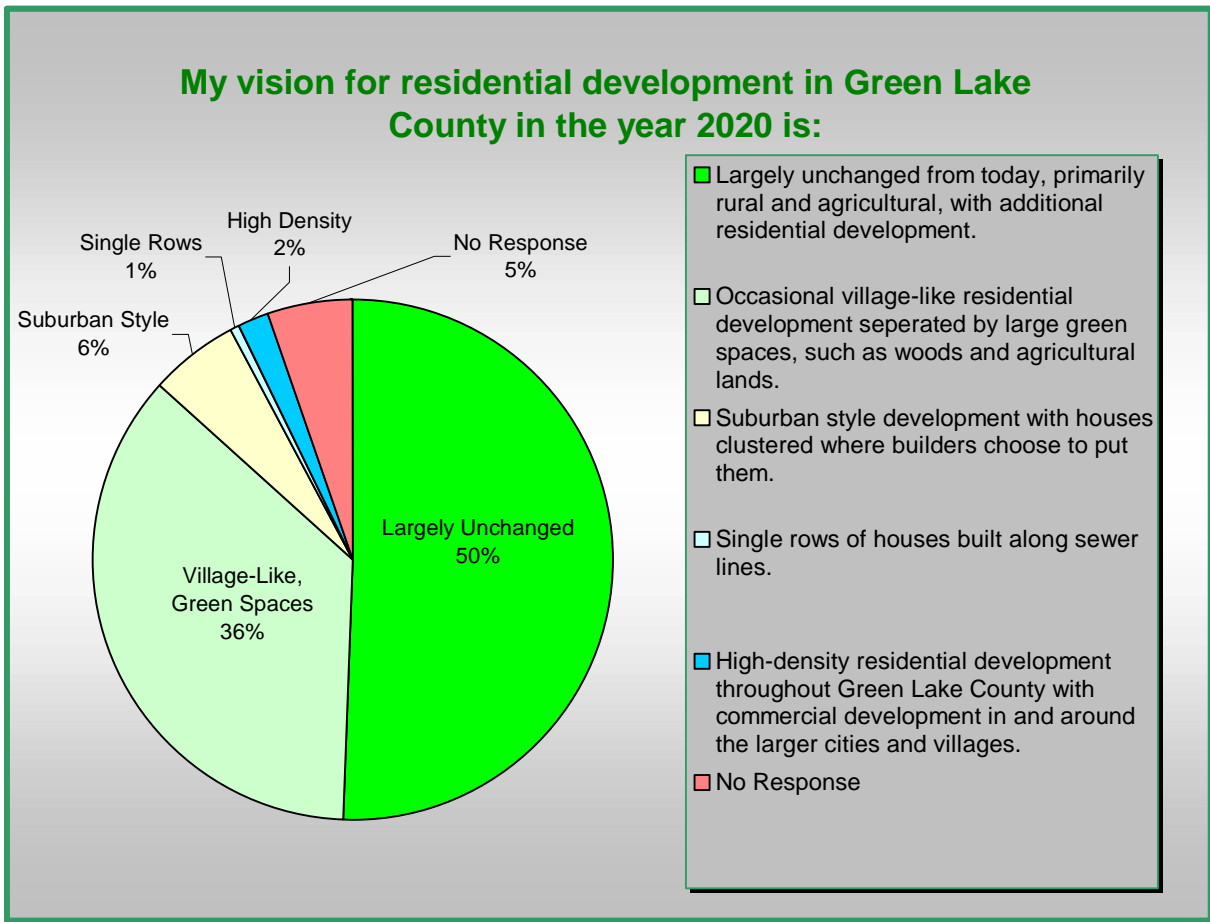
Ninety three percent (93%) of the respondents agree or strongly agree that it is important to preserve the Town's open space, woods, meadows, wetlands, and scenic vistas. Only three percent (3%) disagreed or strongly disagreed that conservation is important.

The desire to preserve scenic vistas should be considered when determining ideal development locations in the land use section of the Plan. Subdivisions should be situated next to existing urban areas.

My vision for residential development in Green Lake County in the year 2020 is:

Residents were asked how they envisioned the Town to look in twenty years. They were given five response scenarios, as shown in the table below, and were asked to select the vision they felt to be most desirable.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Largely unchanged from today, primarily rural and agricultural, with additional residential development.	391	50%
Occasional village-like residential development separated by large green spaces, such as woods and agricultural lands.	281	36%
Suburban style development with houses clustered where builders choose to put them.	43	6%
Single rows of houses built along sewer lines.	5	1%
High-density residential development throughout Green Lake County with commercial development in and around the larger cities and villages.	14	2%
No Response	41	5%
<i>Totals</i>	775	100%



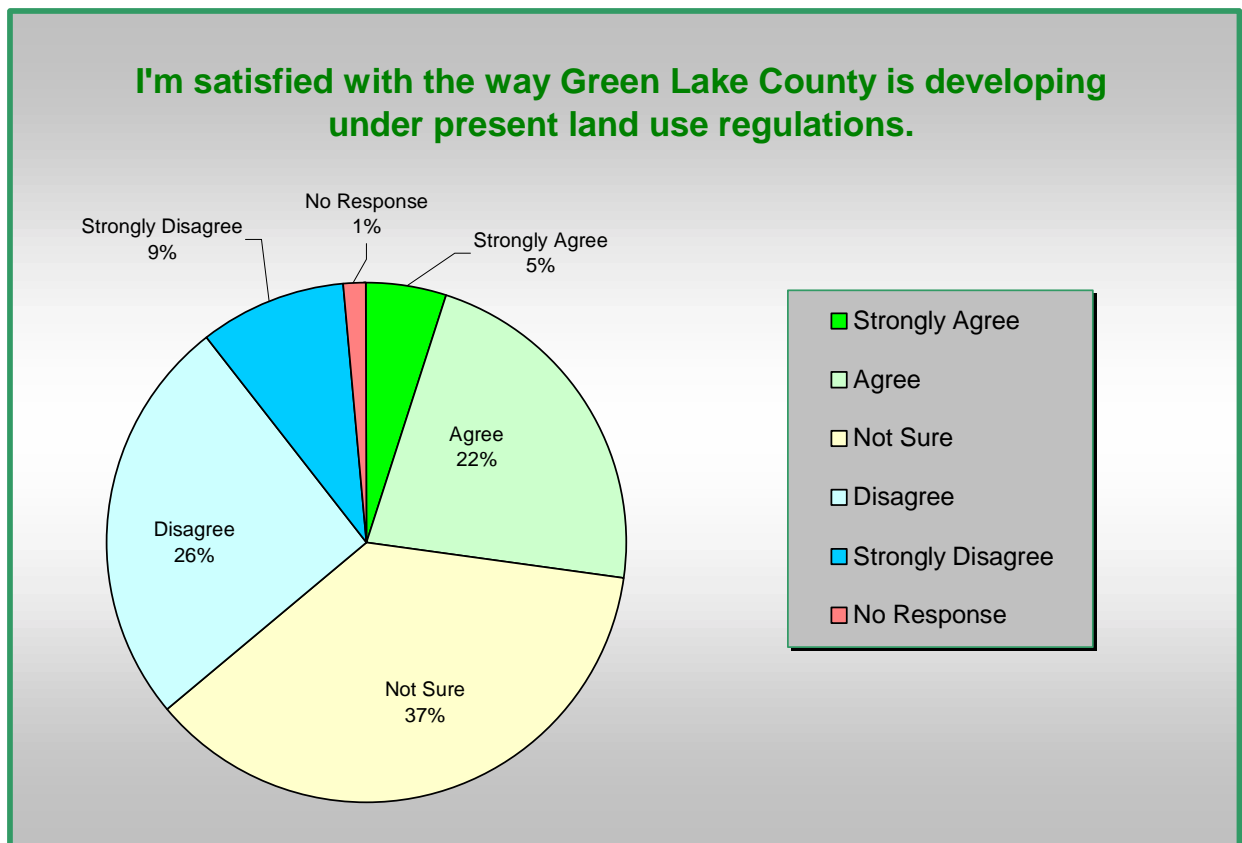
Clearly, respondents favored the rural character as continuing to be the distinguishing attribute in the Town's future. Fifty percent (50%) of the respondents cited their twenty year vision as: "largely unchanged from today, primarily rural and agricultural, with additional residential development", and thirty six percent (36%) cited their vision as: "occasional village-like residential development separated by large green spaces, such as woods and agricultural lands". The natural open space ideology shown here by eighty six percent (86%) of the respondents, coincides with previous responses which indicated the importance of natural resources and open farmland. While all the response choices included some residential development, only nine percent (9%) of the responses included a development style—high density, suburban, or single rows of houses along sewer lines—that would detract from the Town's rural character development.

These responses imply that residents look to farmland and wooded land as open space. Respondents did not feel subdivisions can provide the desired sense of open space—even if lots are large and spacious.

I'm satisfied with the way Green Lake County is developing under present land use regulations.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	38	5%
Agree	172	22%
Not Sure	284	37%
Disagree	199	26%
Strongly Disagree	71	9%
No Response	10	1%
Totals	774	100%

Residents were asked if they are satisfied with the way the County is developing under present land use regulations. As the chart shows, they could indicate to which degree they felt (or did not feel) satisfied with the way the County is developing.

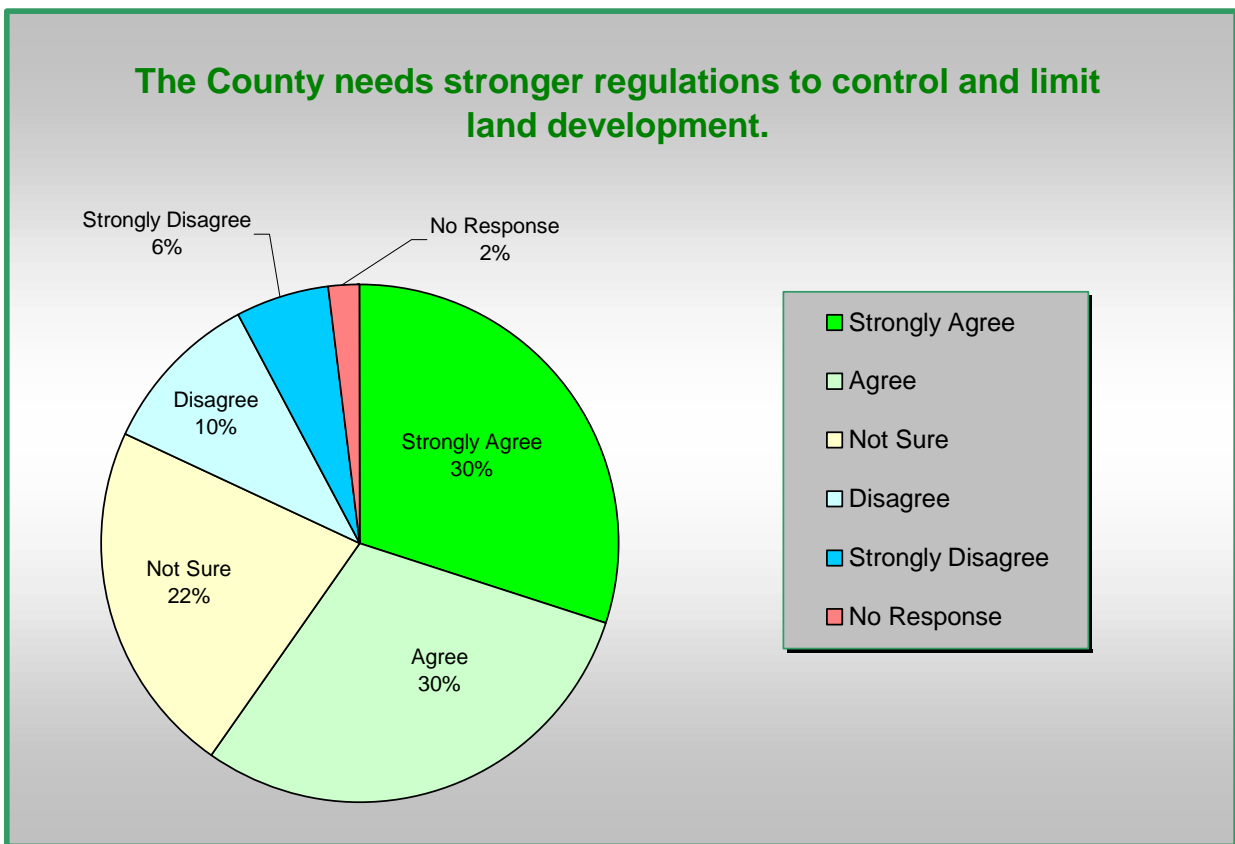


Twenty seven percent (27%) of the respondents are satisfied or very satisfied with the way development is occurring under present land use regulations. Thirty five percent (35%) of the respondents were not satisfied. New regulations should be explored to gain the desired character and community goals. Thirty eight percent (38%) of the respondents were not sure or did not respond to the question. This high level of uncertainty indicates a need to inform citizens on the details and implications of existing regulations, determine the Town's vision for the future, and discuss alternate regulations that help the Town realize those goals.

The County needs stronger regulations to control and limit land development.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	233	30%
Agree	230	30%
Not Sure	171	22%
Disagree	81	10%
Strongly Disagree	45	6%
No Response	15	2%
Totals	775	100%

Residents were asked if stronger regulations are needed to control and limit land development. As the chart shows, they could indicate to which degree they felt (or did not feel) stronger regulations were necessary.



Sixty percent (60%) of the residents agree or strongly agree that stronger regulations are necessary to control and limit land development as compared to sixteen percent (16%) who disagree or strongly disagree that stronger regulations are necessary. Twenty two percent (22%) were not sure or did not respond to the question. This high level of uncertainty indicates that residents need more information on the current regulations along with suggestions for new regulations and their possible implications. In revising land use regulations, input should be solicited from as many residents as possible. Citizens need to be part of the decision making process.

The biggest challenge facing Green Lake County in the next 20 years is:

Number of Times Challenge was Cited.	Challenge
147	Planning for development; too much development; rural sprawl (stop/control growth!).
56	Maintaining a clean & neat Green Lake - preserving the lake, no large structures.
45	Supporting, preserving small farms and the quality of life they create (soil quality).
43	Maintaining water quality (lakes, rivers, quality, sewer needed, mining concerns, agricultural runoff).
42	Lowering our taxes (prop. costs, county spending, lake vs. land).
29	Protecting the natural resources we have been blessed with.
29	Population Growth (includes elderly growth).
21	Better zoning- regulations and regulators
18	Control from outside agency (gov't, DNR) freedom.
17	Maintaining a balance between ecology & growth.
16	Too much lake development (general, not Green Lake)
13	Maintaining and managing open space, lakes, woodlands and farmland.
13	Keep courthouse where it is (renovate).
12	Providing adequate transportation.
11	Keeping our friendly, small town atmosphere.
10	Providing better paying local jobs for county residents by attracting businesses (keep young people here, economic development).
9	Keeping the county rural and green. ("Keep County the same")
8	Shoreland, wetlands & marsh degradation.
8	Keeping our schools modern. (providing education)
8	Out of state tourist pressure and building pressure
7	Limiting residential development off shore with private lake access (piers and marinas).
6	Controlling land use.
5	Maintaining clean air.
5	Availability of services (elderly, police, health, etc)
4	Regulating jet ski and water craft usage on lake.
3	Maintaining tourism as a large factor in Green Lake County's economic growth.
3	Over commercialization.
2	Noise pollution.
2	Bringing in more heavy industry to employ county residents.
1	Maintaining and developing historic landmarks.
1	Maintaining the quality of life we now have.

1	Maintaining a low crime rate.
1	Keeping what business we have.
1	Affordable housing.
1	Trash/landfill locations.
851	Total Responses

There were a total of eight hundred fifty one (851) response comments to the question, regarding the biggest challenge facing Green Lake County in the next twenty (20) years. Some residents listed several challenges, while others had no response to this question.

The challenges were categorized into similar response groups as shown in the table above. The number of times the response was cited is listed at the left of the response. The challenges are arranged on the table with the most frequently cited challenges at the top of the table.

These responses also coincide with data obtained from the other survey questions. The challenge most often mentioned is the need for planning for development and the desire to control growth and sprawl. Other most frequently mentioned challenges include: protecting the lake, preserving the natural resources, and preserving the Town's open space and rural character.

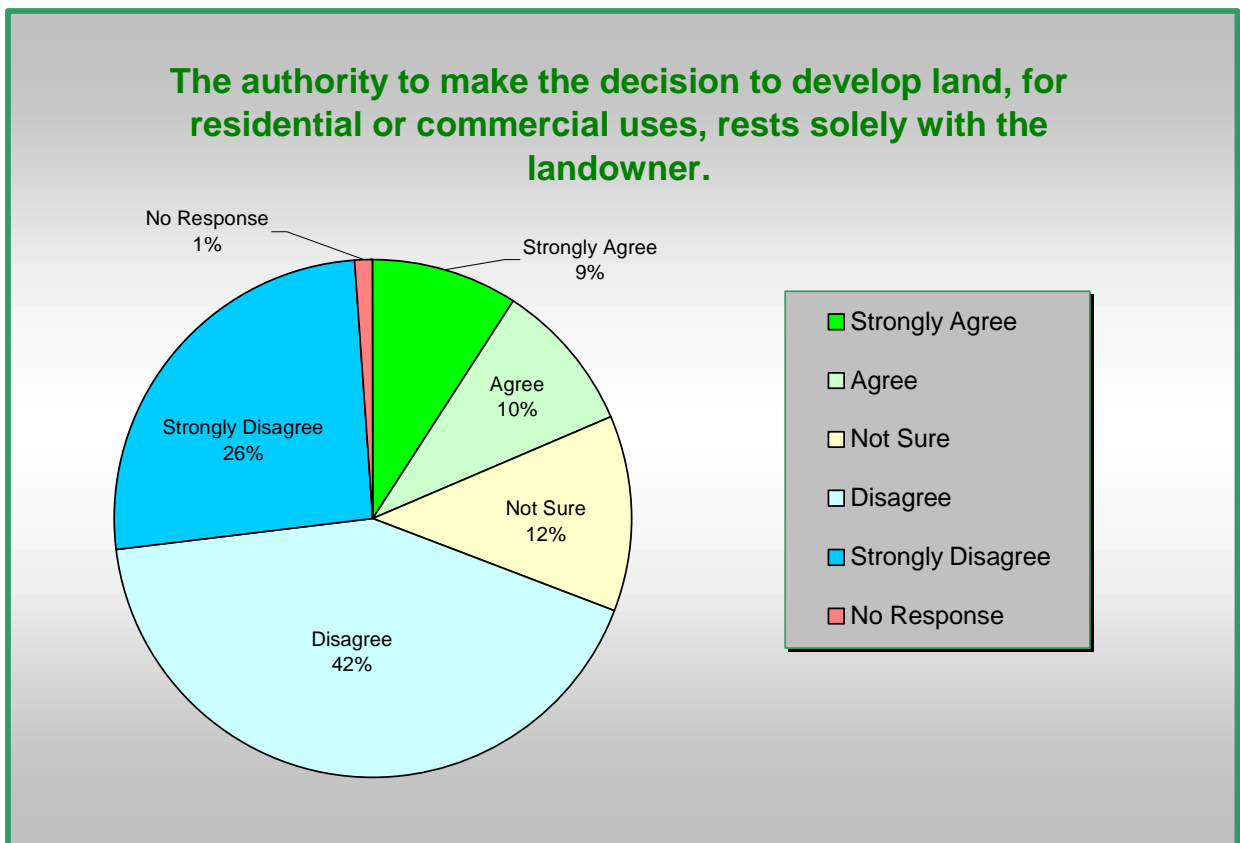
Residents cited the need for better zoning and regulations; however, they want to be involved in the revision process in order to maintain their freedom. Giving absolute regulation control to upper governmental units, such as the DNR, is not always desirable. Citizens recognize the need for a balance between ecology and growth. Residents envision the benefits of some growth, as shown in the request to attract businesses to create better paying local jobs to the area, however, growing just for the sake of growing is not deemed as desirable. People want to maintain their rural character and pastoral identity by creating regulations that guide growth in an acceptable manner.

Other responses indicated the desire to maintain tourism as a large factor in Green Lake County's economic growth, while avoiding over commercialization. Residents want to maintain the areas economic vitality, but do not want to become another Wisconsin Dells.

The authority to make the decision to develop land, for residential or commercial uses, rests solely with the landowner.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	70	9%
Agree	75	10%
Not Sure	94	12%
Disagree	327	42%
Strongly Disagree	200	26%
No Response	9	1%
Totals	775	100%

Residents were asked if the decision to develop land for residential or commercial uses rests solely with the landowner. As the chart shows, they could indicate to which degree they felt (or did not feel) the landowner has sole authority in the matter.

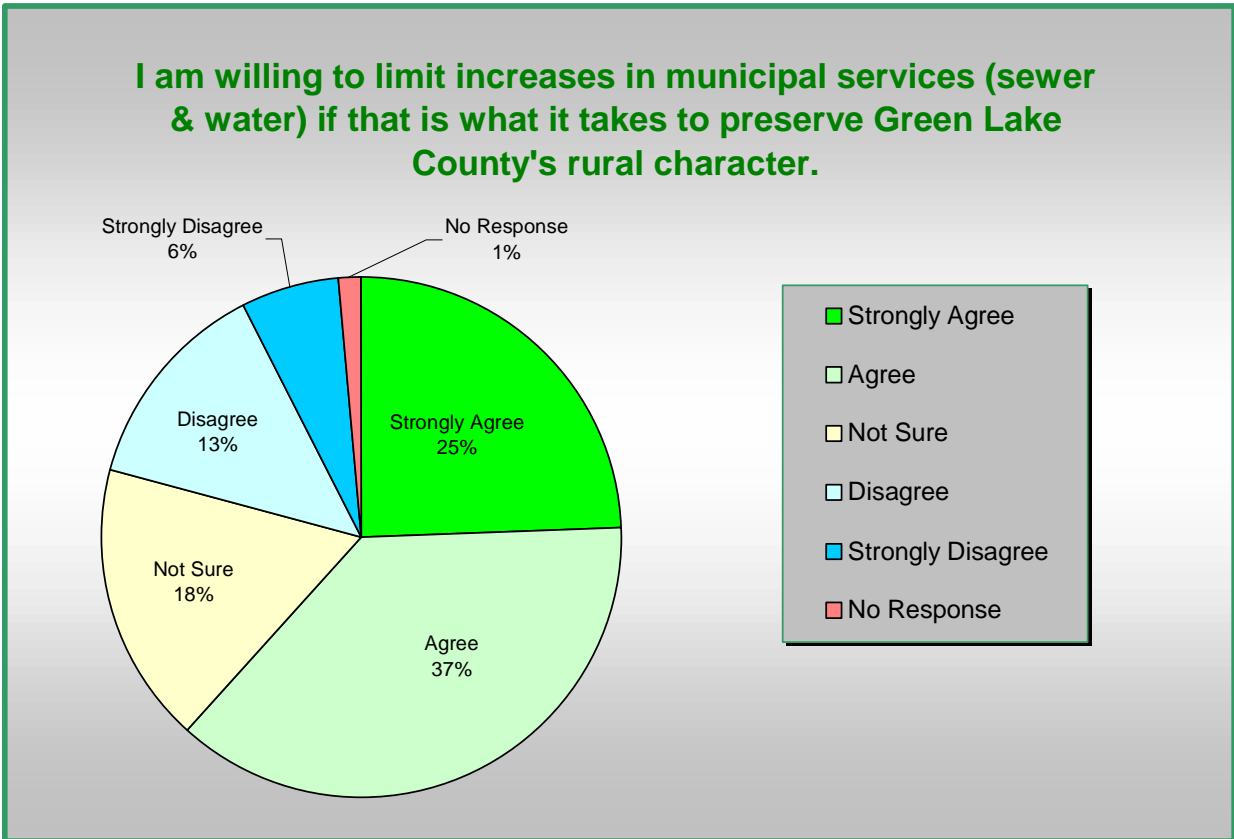


Only nineteen percent (10%) of the respondents feel the decision to develop land for commercial or residential uses rests solely on the landowner. Sixty eight percent (68%) of the respondents disagree or strongly disagree that the owner has sole decision making authority. Residents recognize that people move in and out of the area and buy and sell property. While it may be financially beneficial in the short term for landowners to sell property to developers before moving out of the area, it may not always be financially beneficial in the long term for the remaining residents to have that development. The high level of uncertainty (thirteen percent (13%) were not sure or did not have an opinion) indicates the need for people to be informed on the positive and/or negative impacts of individual developments.

I am willing to limit increases in municipal services (sewer and water) if that is what it takes to preserve Green Lake County's rural character.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	190	25%
Agree	288	37%
Not Sure	136	18%
Disagree	103	13%
Strongly Disagree	48	6%
No Response	10	1%
Totals	775	100%

Residents were asked if they were willing to limit increases in municipal services if it would preserve the County's rural character. As the chart shows, they could indicate to which degree they felt (or did not feel) services should be limited.

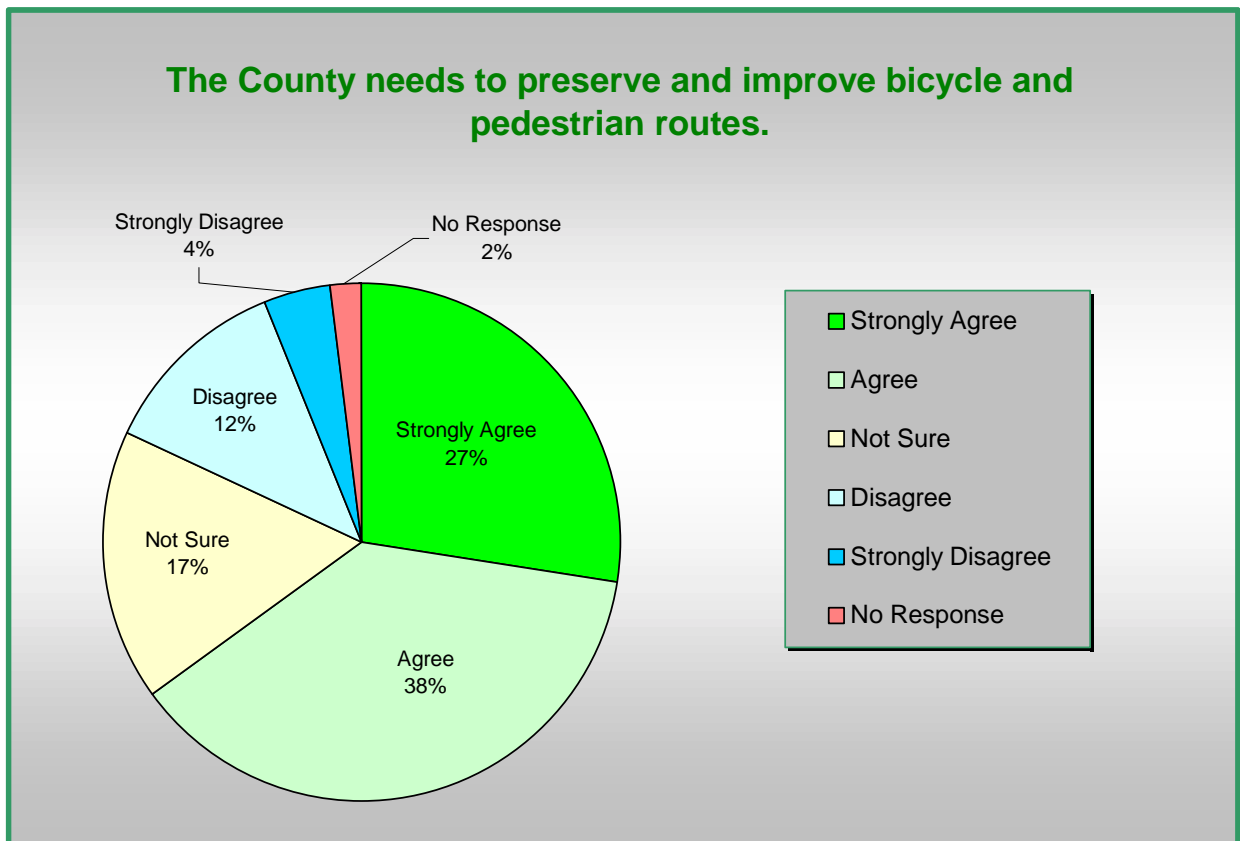


Responses to this question again point to the desire to maintain rural character. Sixty two (62%) of the respondents agree or strongly agree that limiting municipal services is acceptable if it will aid in maintaining the rural character. Only nineteen percent (19%) would not be willing to limit services, and another nineteen percent (19%) were not sure or did not respond. Perhaps they needed more information on other related impacts of limiting sewer and other municipal services.

The County needs to preserve and improve bicycle and pedestrian routes.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Strongly Agree	213	27%
Agree	291	38%
Not Sure	130	17%
Disagree	94	12%
Strongly Disagree	32	4%
No Response	15	2%
Totals	775	100%

Residents were asked if the County should preserve and improve bicycle and pedestrian routes. As the chart shows, they could indicate to which degree they felt (or did not feel) better routes are necessary.

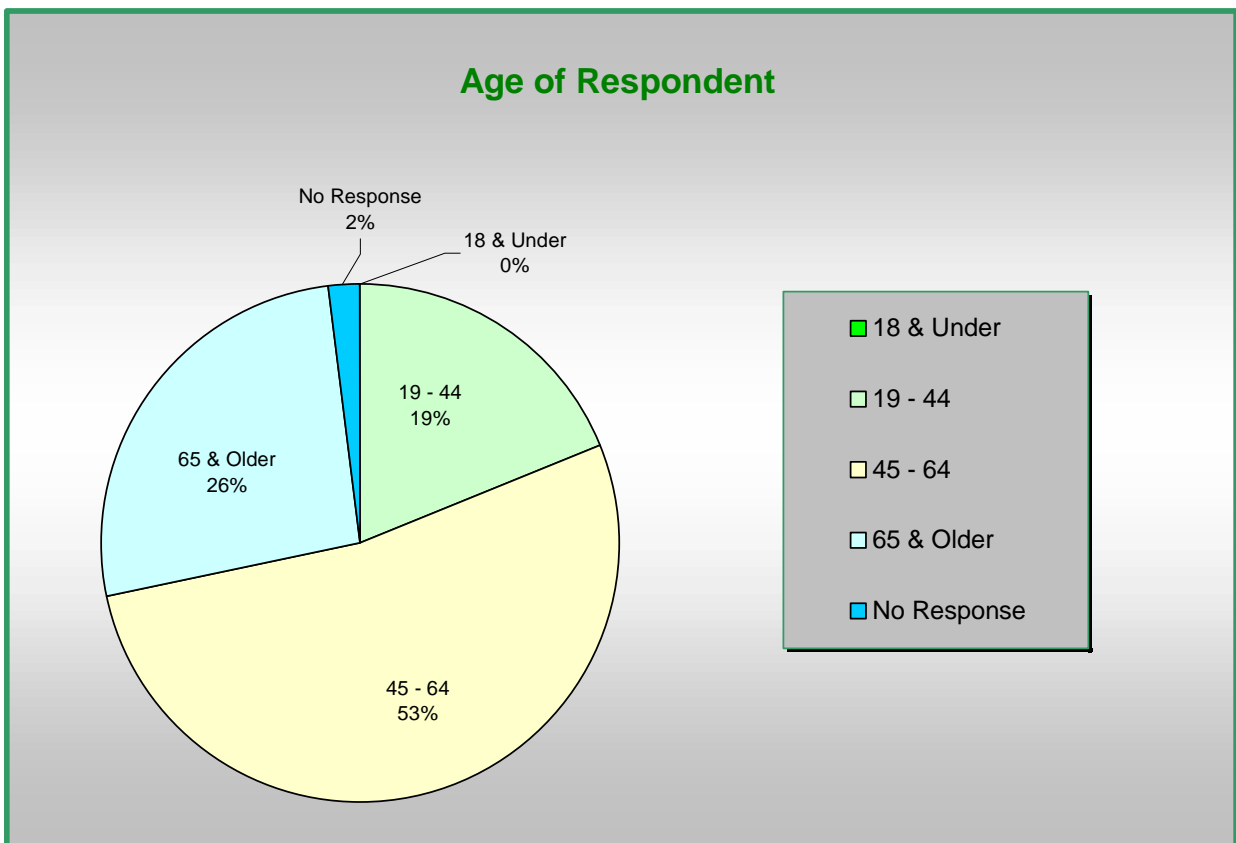


Residents favor the concept of preserving and improving bicycle and pedestrian routes as sixty three percent (63%) of respondents agreed or strongly agreed with preserving the routes. Nineteen percent (19%) of the respondents were not sure or did not respond to the question. Perhaps this uncertainty is due to residents wanting more information on the type and location of trails (whether trails would be on private land easements or extra width added to the road pavement).

Age of Respondent.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
18 & Under	1	0%
19 - 44	146	19%
45 - 64	409	53%
65 & Older	204	26%
No Response	15	2%
Totals	775	100%

Respondents were asked to categorize themselves within their proper age bracket.

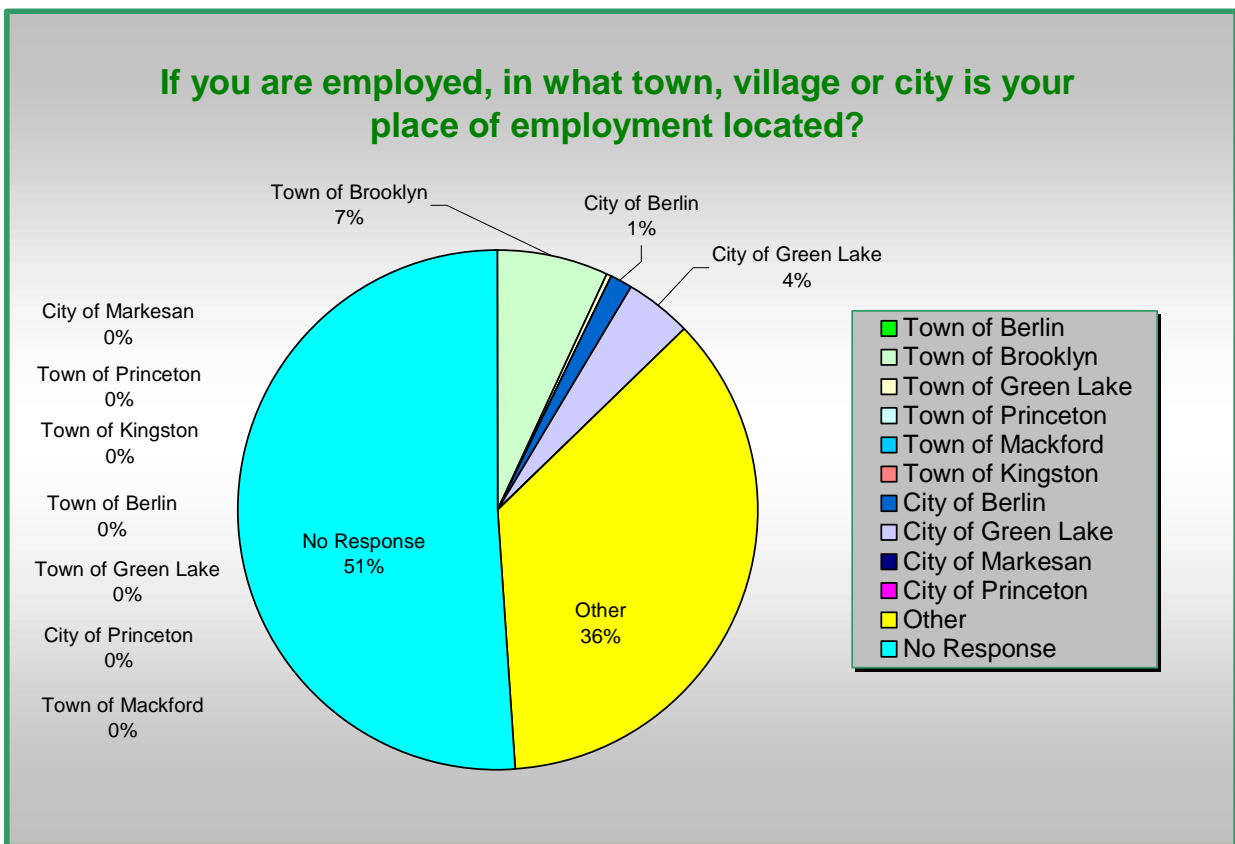


The majority of residents who responded to the survey are between forty-five (45) and sixty-four (64) years of age. Seventy nine percent (79%) of the respondents are older than forty-five.

If you are employed, in what town, village or city is your place of employment located?

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Town of Berlin	1	0.1%
Town of Brooklyn	53	6.8%
Town of Green Lake	3	0.4%
Town of Princeton	0	0.0%
Town of Mackford	0	0.0%
Town of Kingston	0	0.0%
City of Berlin	9	1.2%
City of Green Lake	32	4.1%
City of Markesan	1	0.1%
City of Princeton	1	0.1%
Other	278	35.9%
No Response	397	51.2%
Totals	775	100%

Residents were asked where they were employed—if they are in the workforce.

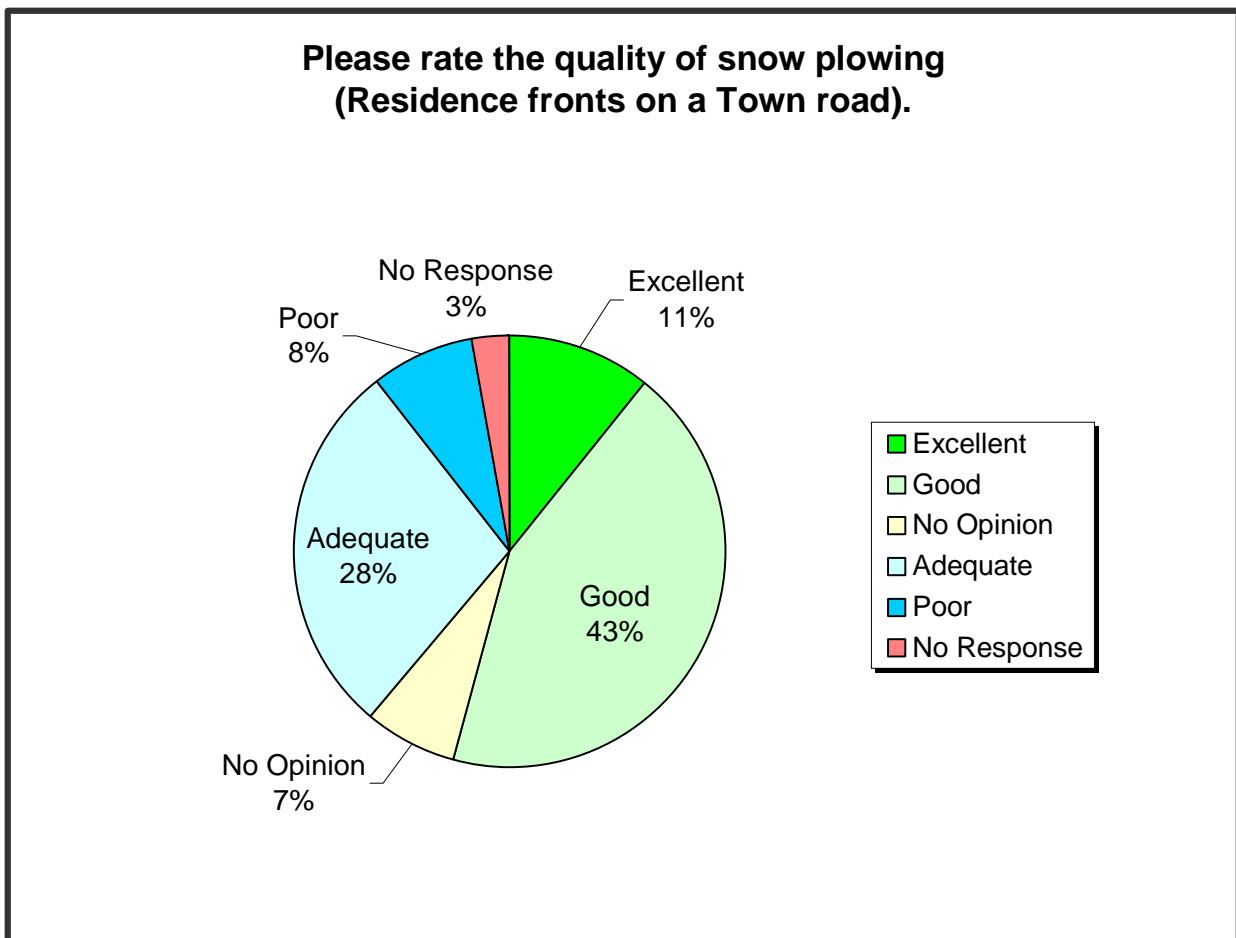


Fifty one percent (51%) of the respondents did not answer this question. They are most likely not employed or retired. Thirty six percent (36%) of the respondents work outside the County. Seven percent (7%) work within the Town.

What is the quality of snow plowing?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	49	11%
Good	194	43%
No Opinion	31	7%
Adequate	127	28%
Poor	36	8%
No Response	12	3%
Totals	449	100%

Residents were asked to rate the quality of snow plowing. Since people are most aware of the plowing on the road where they live, data is separated by type of road where their residence is located. This table and chart applies to Town roads.

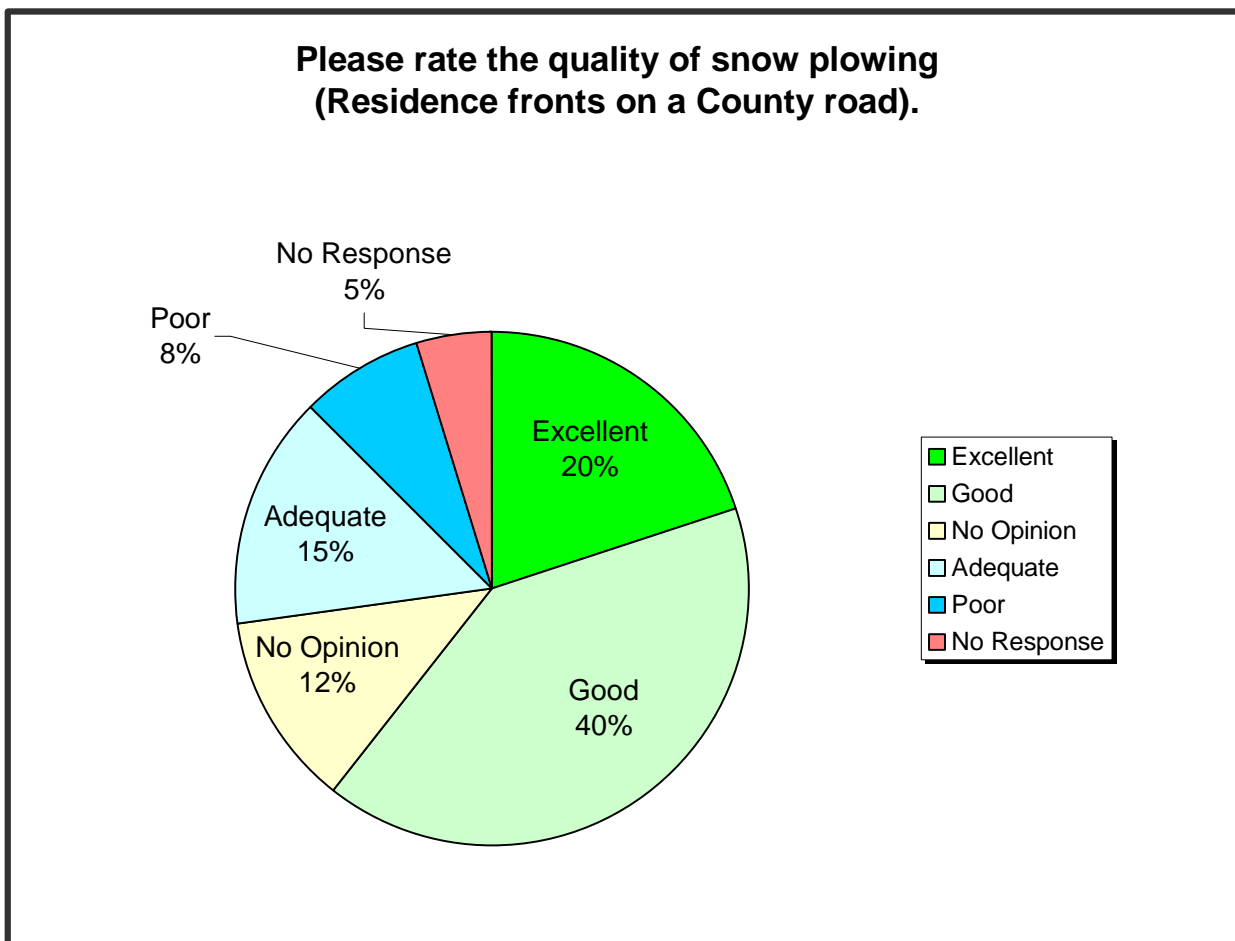


Fifty four percent (54%) of the respondents rate the snow plowing on Town roads as good or excellent. Twenty eight percent (28%) rank plowing as adequate, and only eight percent (8%) feel plowing is poor.

What is the quality of snow plowing?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	34	20%
Good	71	40%
No Opinion	21	12%
Adequate	25	15%
Poor	13	8%
No Response	8	5%
Totals	172	100%

Residents were asked to rate the quality of snow plowing. Since people are most aware of the plowing on the road where they live, data is separated by type of road where their residence is located. This table and chart applies to County roads.

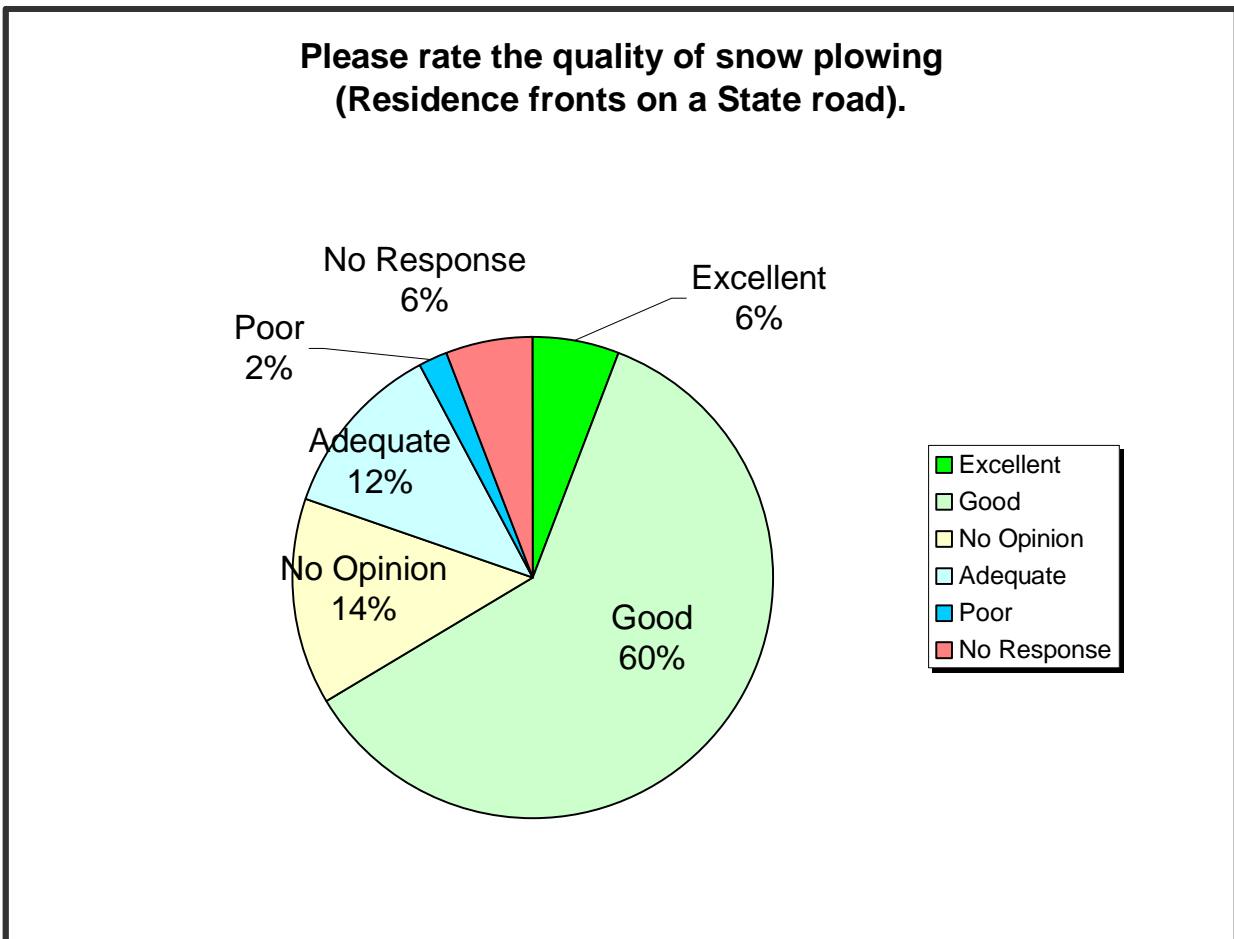


Sixty percent (60%) of the respondents rate the snow plowing on County roads as good or excellent. Fifteen percent (15%) rank plowing as adequate, and only eight percent (8%) feel plowing is poor.

What is the quality of snow plowing?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	3	6%
Good	31	60%
No Opinion	7	14%
Adequate	6	12%
Poor	1	2%
No Response	3	6%
Totals	51	100%

Residents were asked to rate the quality of snow plowing. Since people are most aware of the plowing on the road where they live, data is separated by type of road where their residence is located. This table and chart applies to State roads.

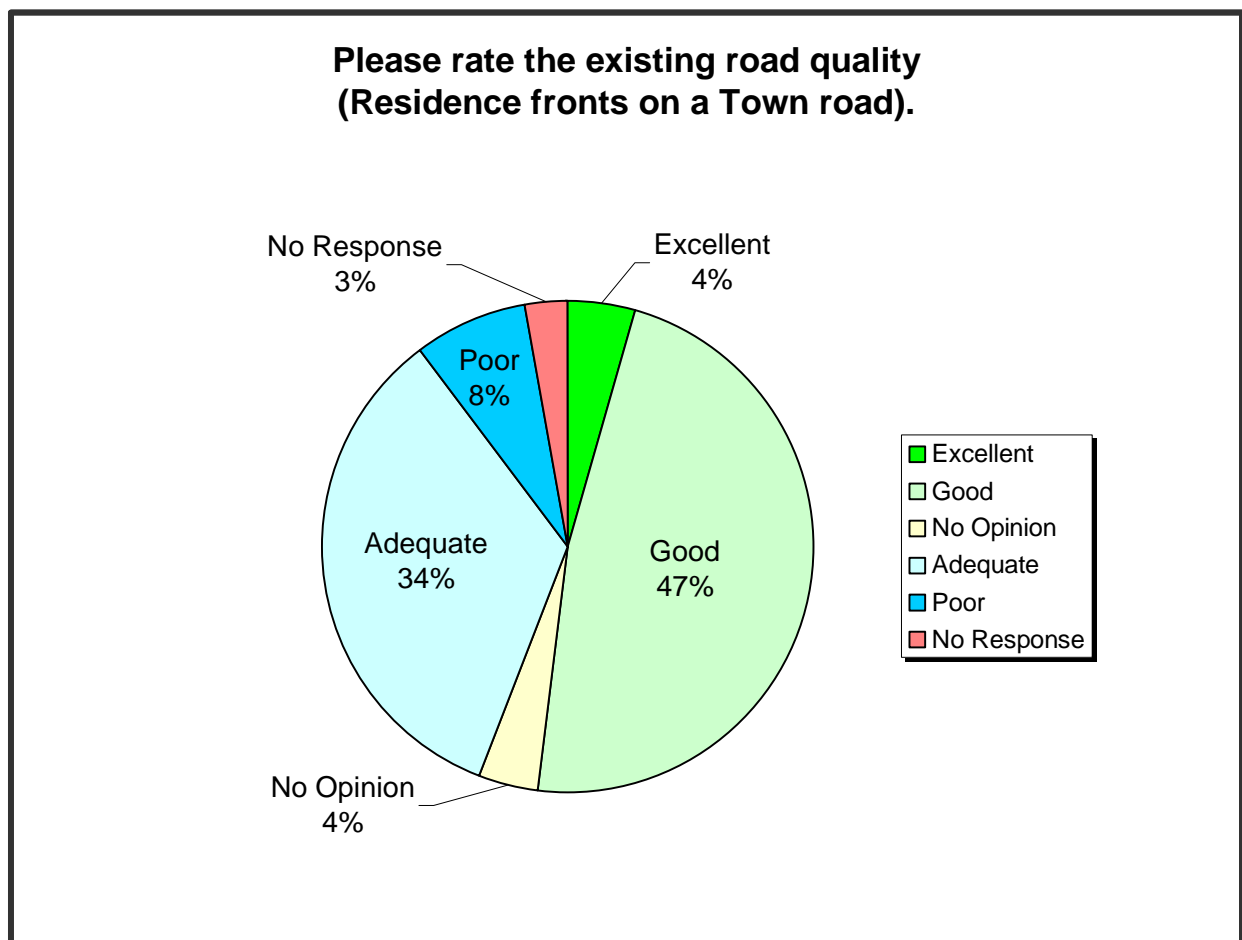


Sixty six percent (66%) of the respondents rate the snow plowing on State roads as good or excellent. Twelve percent (12%) rank plowing as adequate, and only two percent (2%) feel plowing is poor.

What is the existing road quality?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	20	4%
Good	213	47%
No Opinion	18	4%
Adequate	152	34%
Poor	34	8%
No Response	12	3%
Totals	449	100%

Residents were asked to rate the existing road quality. Since people are most aware of the quality of the road where they live, data is separated by type of road where their residence is located. This table and chart applies to Town roads.

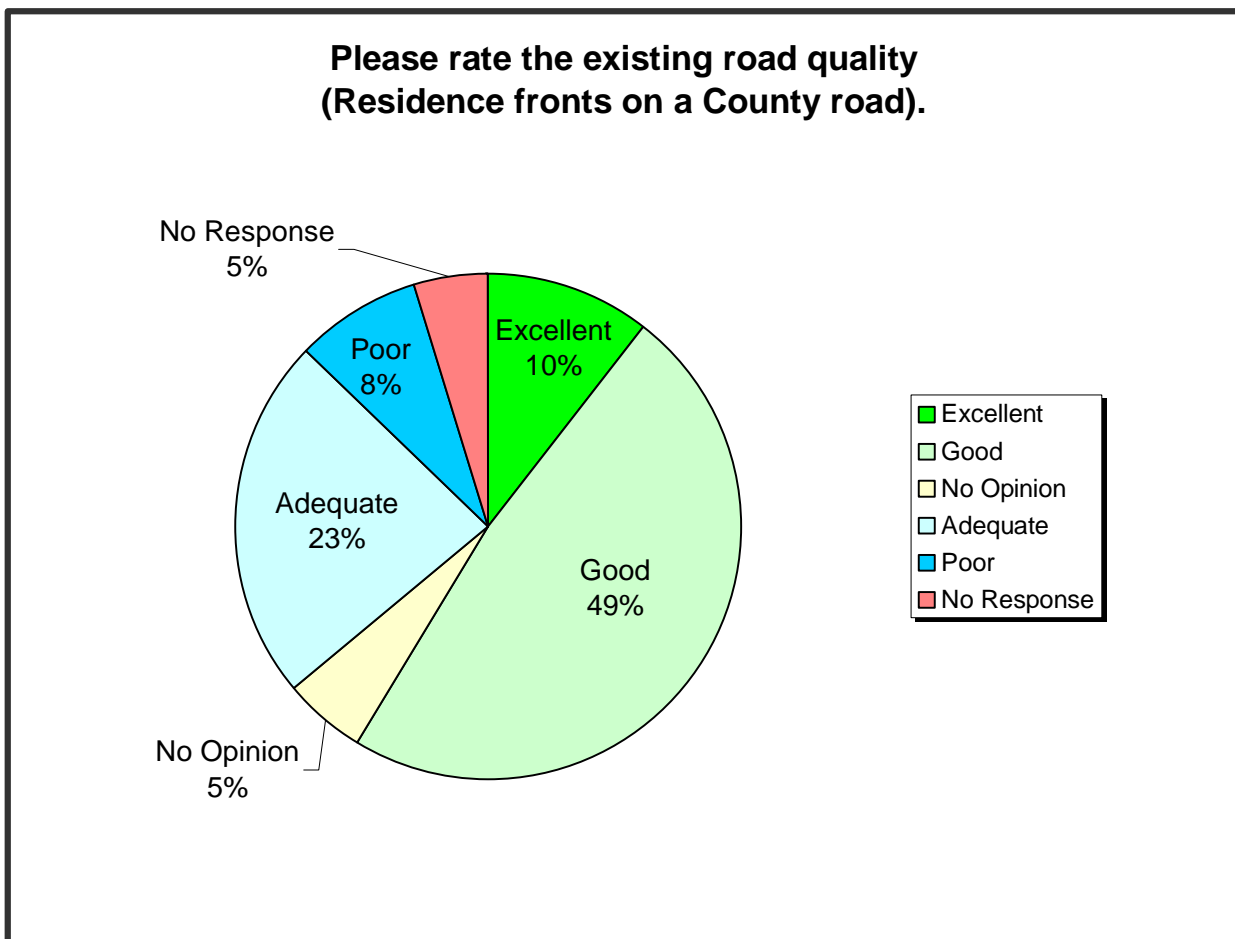


Fifty one percent (51%) of the respondents rate the road quality on Town roads as good or excellent. Thirty four percent (34%) rank road quality as adequate, and eight percent (8%) feel road quality is poor.

What is the existing road quality?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	18	10%
Good	83	49%
No Opinion	9	5%
Adequate	40	23%
Poor	14	8%
No Response	8	5%
Totals	172	100%

Residents were asked to rate the existing road quality. Since people are most aware of the quality of the road where they live, data is separated by type of road where their residence is located. This table and chart applies to County roads.

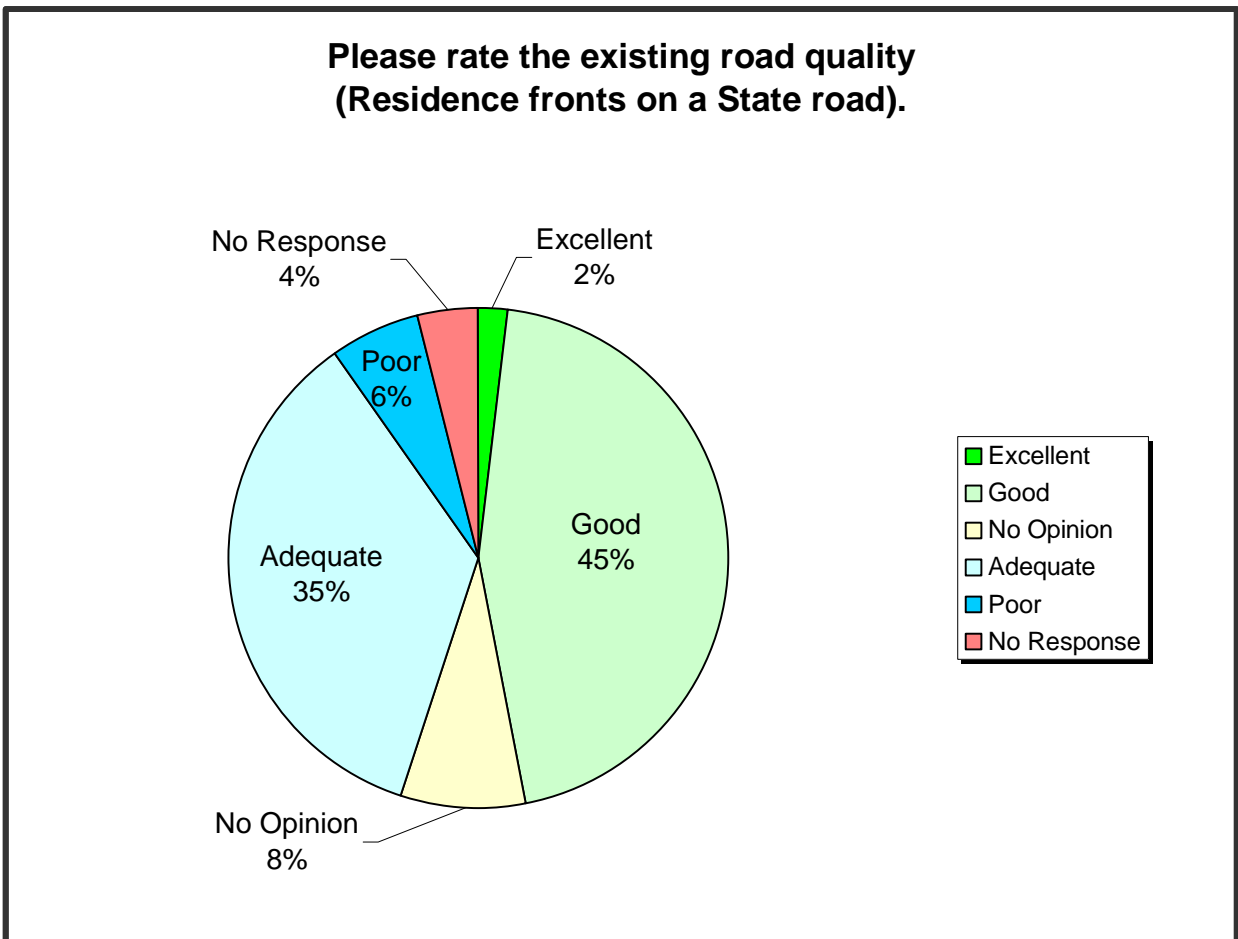


Fifty nine percent (59%) of the respondents rate the road quality on County roads as good or excellent. Twenty three percent (23%) rank road quality as adequate, and eight percent (8%) feel road quality is poor.

What is the existing road quality?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	1	2%
Good	23	45%
No Opinion	4	8%
Adequate	18	35%
Poor	3	6%
No Response	2	4%
Totals	51	100%

Residents were asked to rate the existing road quality. Since people are most aware of the quality of the road where they live, data is separated by type of road where their residence is located. This table and chart applies to State roads.

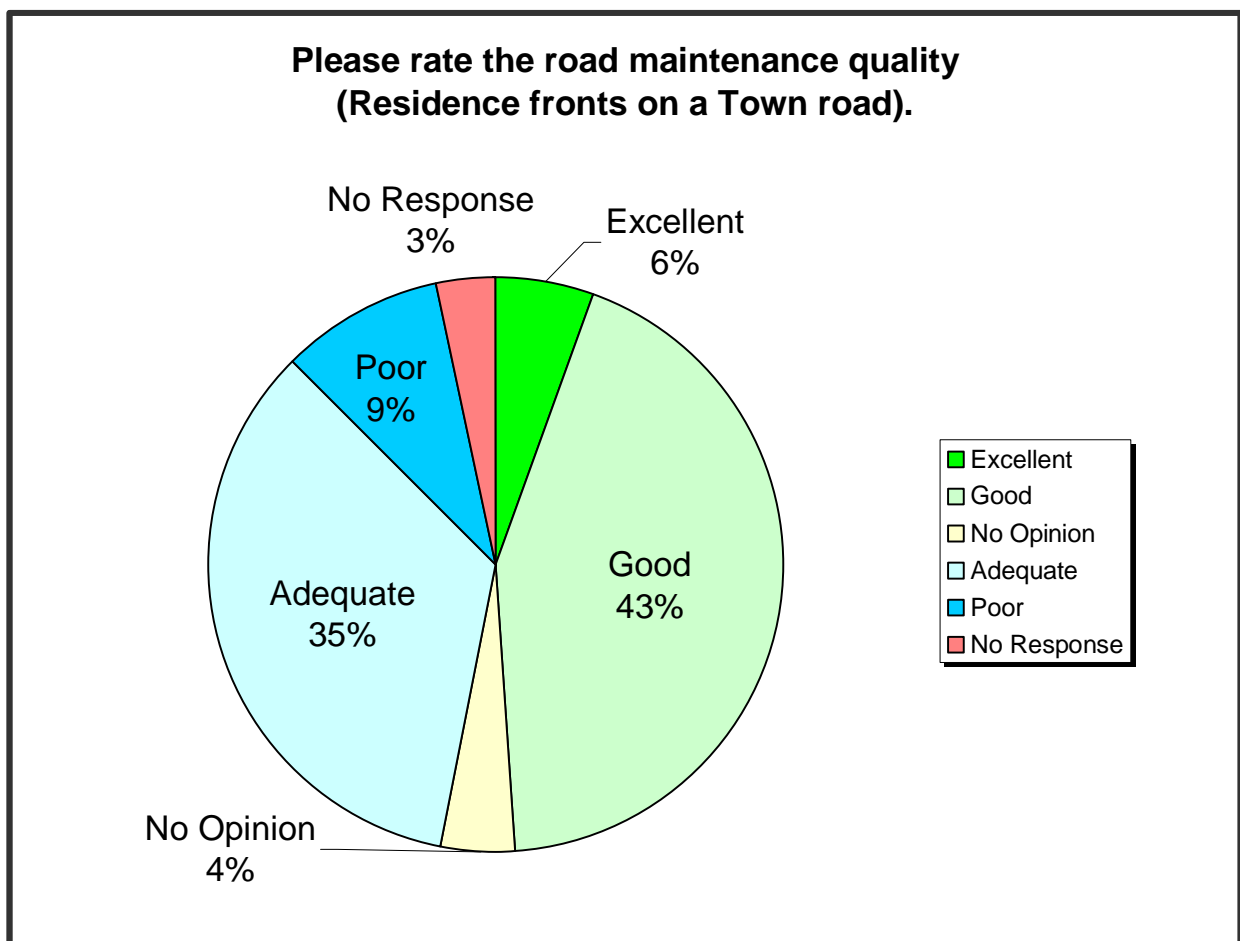


Forty seven percent (47%) of the respondents rate the road quality on State roads as good or excellent. Thirty five percent (35%) rank road quality as adequate, and six percent (6%) feel road quality is poor.

What is the quality road maintenance?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	25	6%
Good	194	43%
No Opinion	19	4%
Adequate	155	35%
Poor	41	9%
No Response	15	3%
Totals	449	100%

Residents were asked to rate the road maintenance quality. Since people are most aware of the maintenance of the road where they live, data is separated by type of road where their residence is located. This table and chart applies to Town roads.

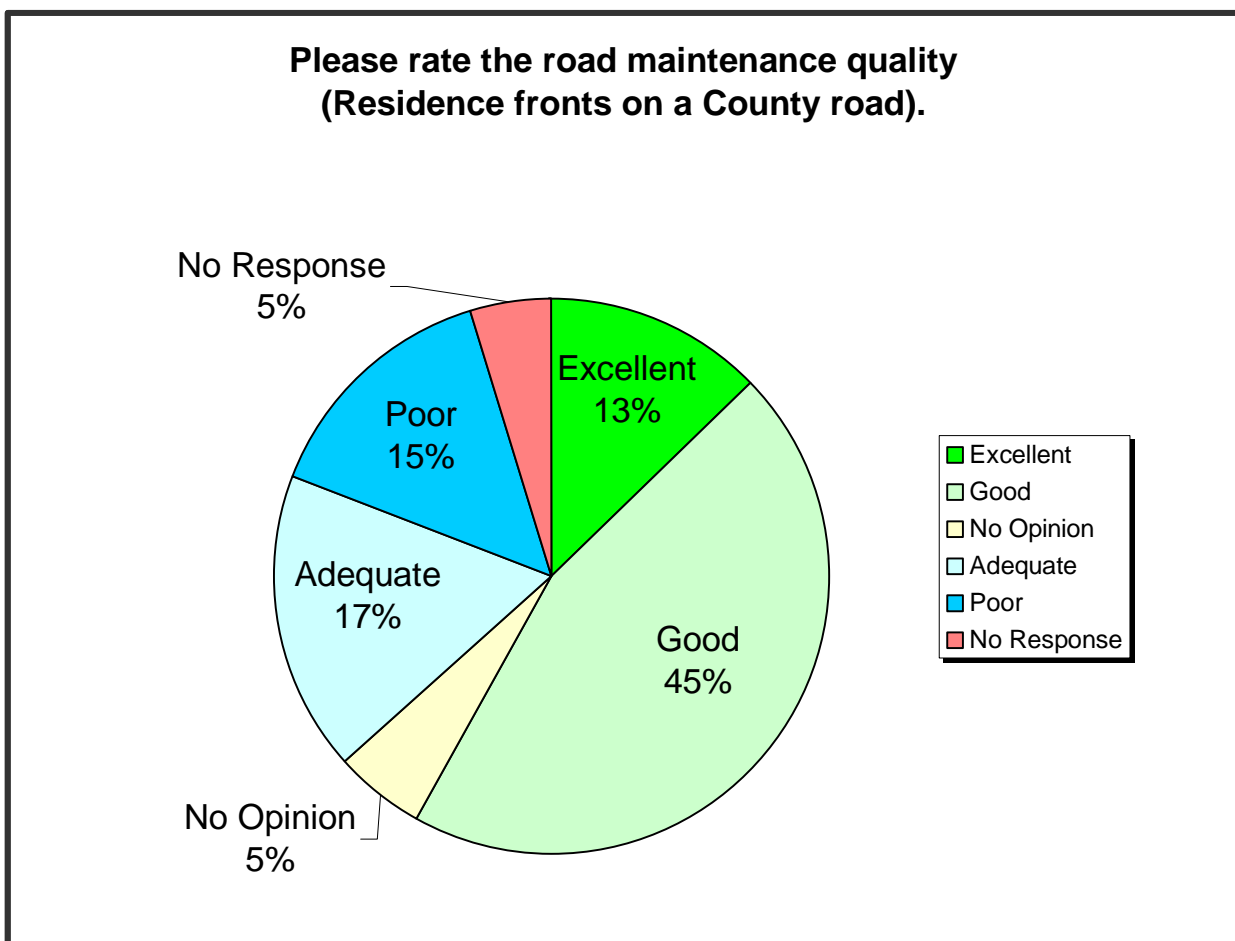


Forty nine percent (49%) of the respondents rate the road maintenance quality on Town roads as good or excellent. Thirty five percent (35%) rank road quality as adequate, and nine percent (9%) feel road quality is poor.

What is the quality of road maintenance?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	22	13%
Good	78	45%
No Opinion	9	5%
Adequate	30	17%
Poor	25	15%
No Response	8	5%
Totals	172	100%

Residents were asked to rate the road maintenance quality. Since people are most aware of the maintenance of the road where they live, data is separated by type of road where their residence is located. This table and chart applies to County roads.

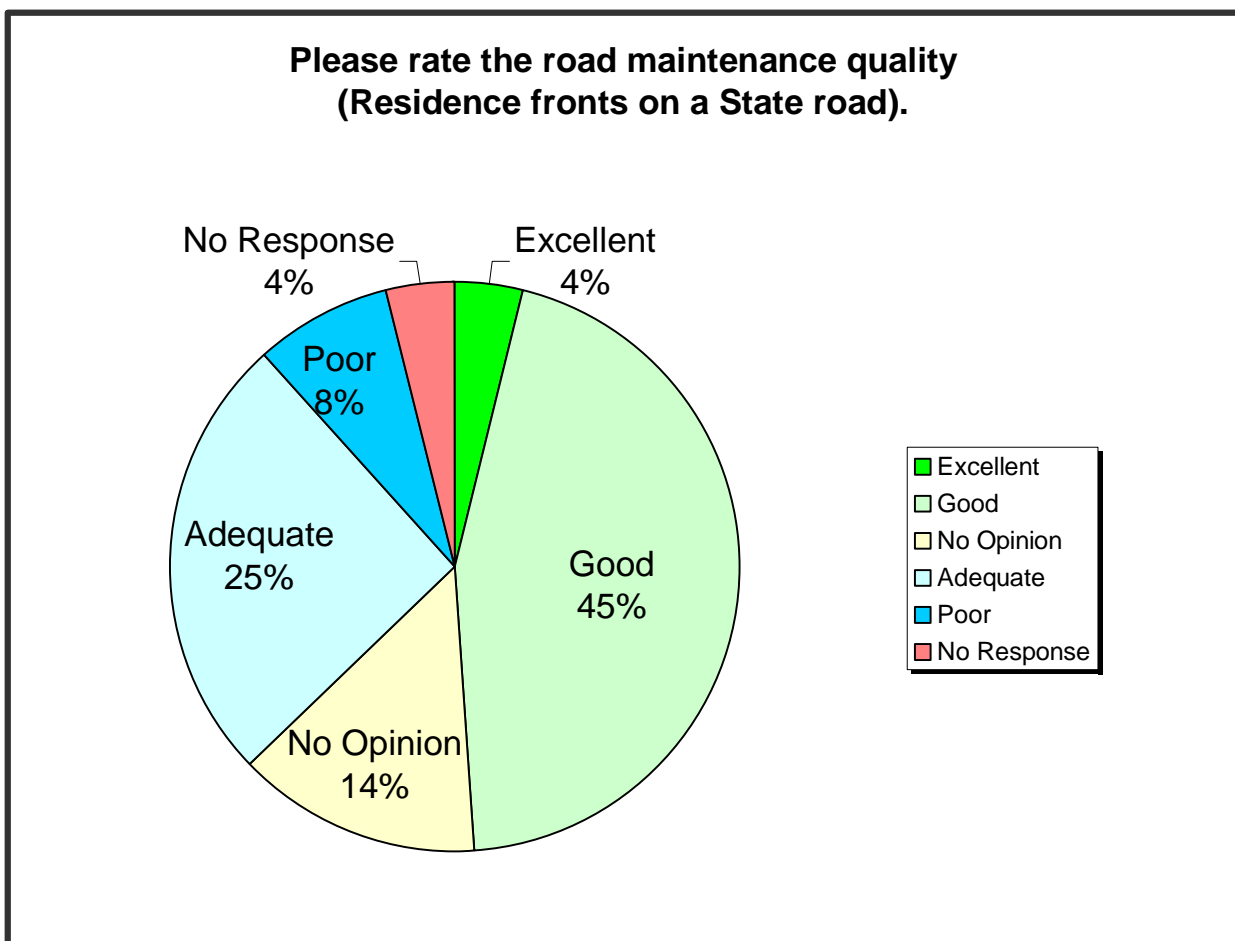


Fifty eight percent (58%) of the respondents rate the road maintenance quality on County roads as good or excellent. Seventeen percent (17%) rank road quality as adequate, and fifteen percent (15%) feel road quality is poor.

What is the quality of road maintenance?
(Results separated by type of road on which respondent resides.)

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	2	4%
Good	23	45%
No Opinion	7	14%
Adequate	13	25%
Poor	4	8%
No Response	2	4%
Totals	51	100%

Residents were asked to rate the road maintenance quality. Since people are most aware of the maintenance of the road where they live, data is separated by type of road where their residence is located. This table and chart applies to State roads.

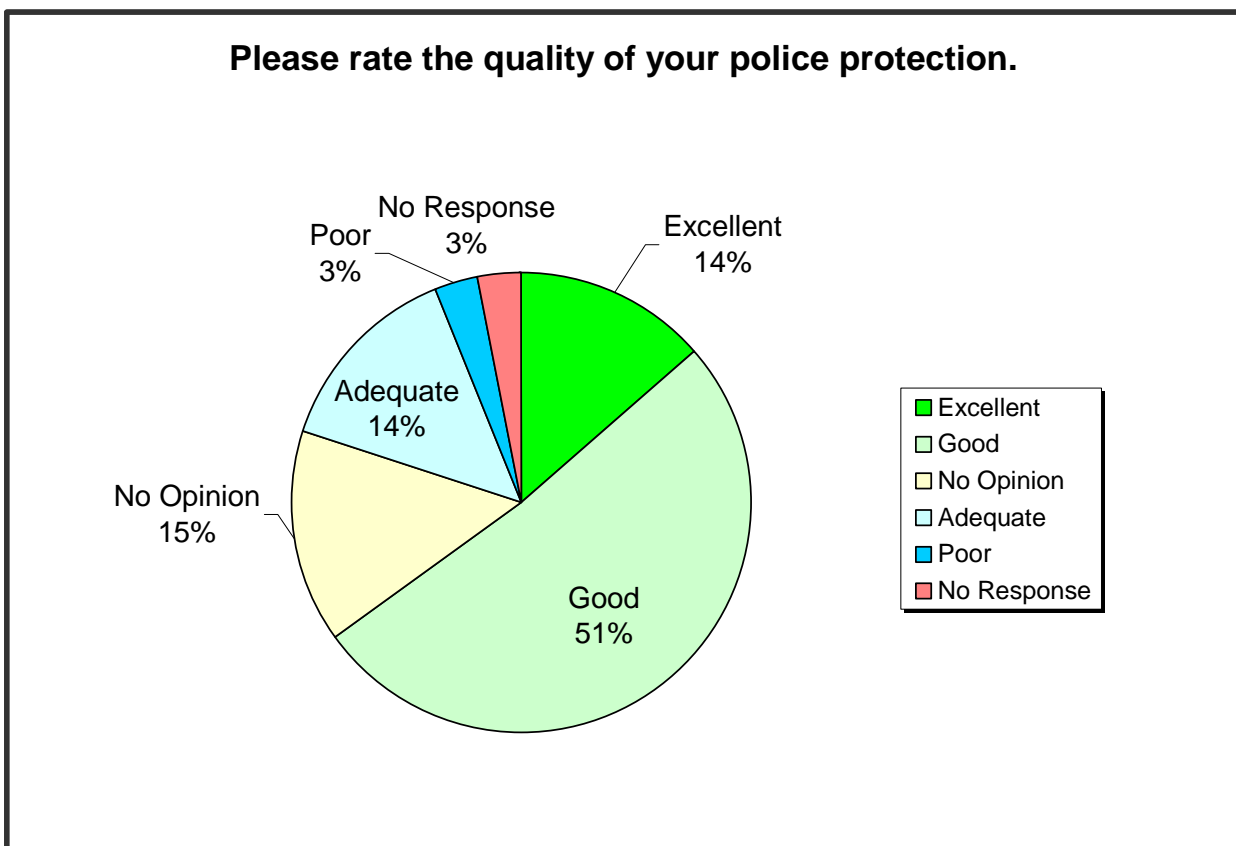


Forty nine percent (49%) of the respondents rate the road maintenance quality on State roads as good or excellent. Twenty five percent (25%) rank road quality as adequate, and eight percent (8%) feel road quality is poor.

Please rate your satisfaction with police services.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	105	14%
Good	400	51%
No Opinion	116	15%
Adequate	107	14%
Poor	23	3%
No Response	24	3%
Totals	775	100%

Residents were asked to rate the quality of police services.

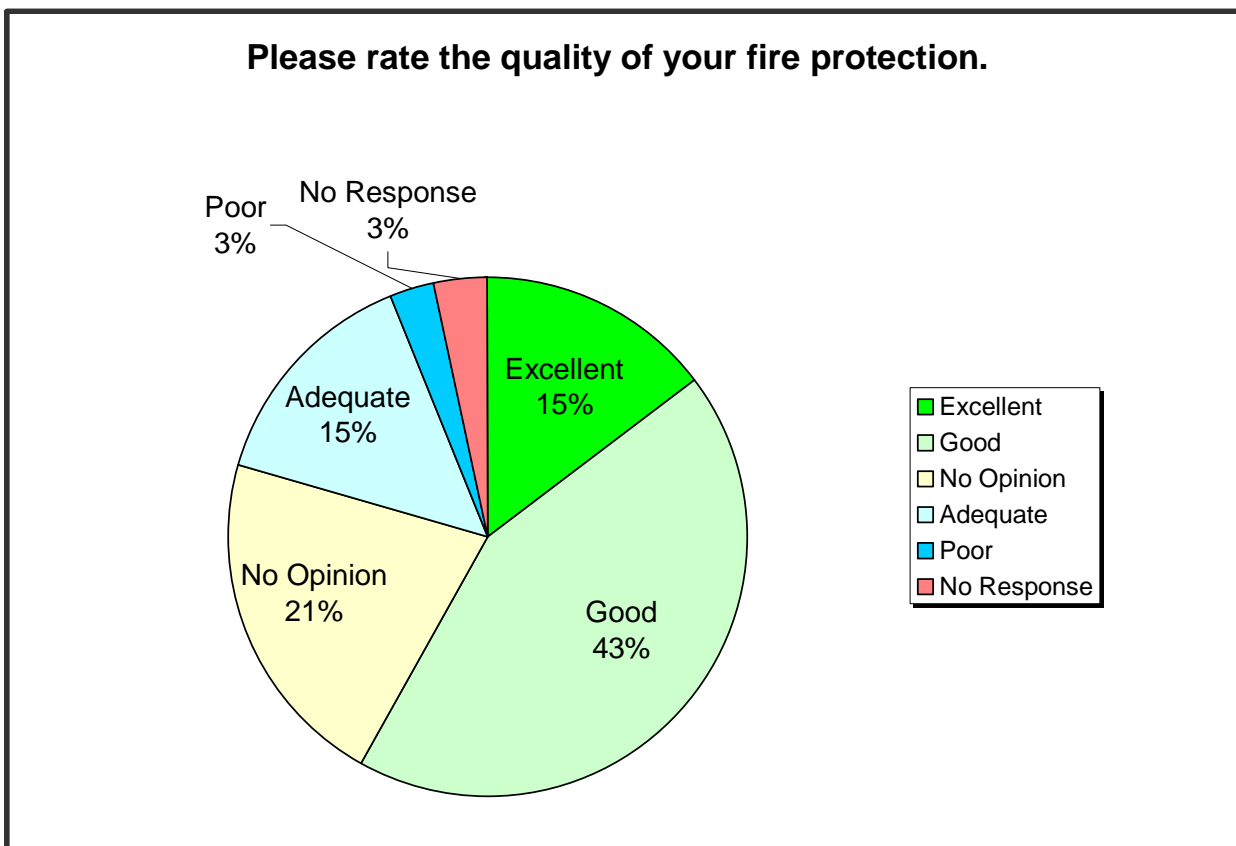


Overall, residents are pleased with their level of police protection as sixty five percent (65%) of respondents rank protection as good or excellent. The seemingly high percentage, eighteen percent (18%), of respondents who did not answer the question or had no opinion, is perhaps that they had no need to contact the police.

Please rate your satisfaction with fire services.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	114	15%
Good	335	43%
No Opinion	166	21%
Adequate	113	15%
Poor	21	3%
No Response	26	3%
Totals	775	100%

Residents were asked to rate the quality of fire services.

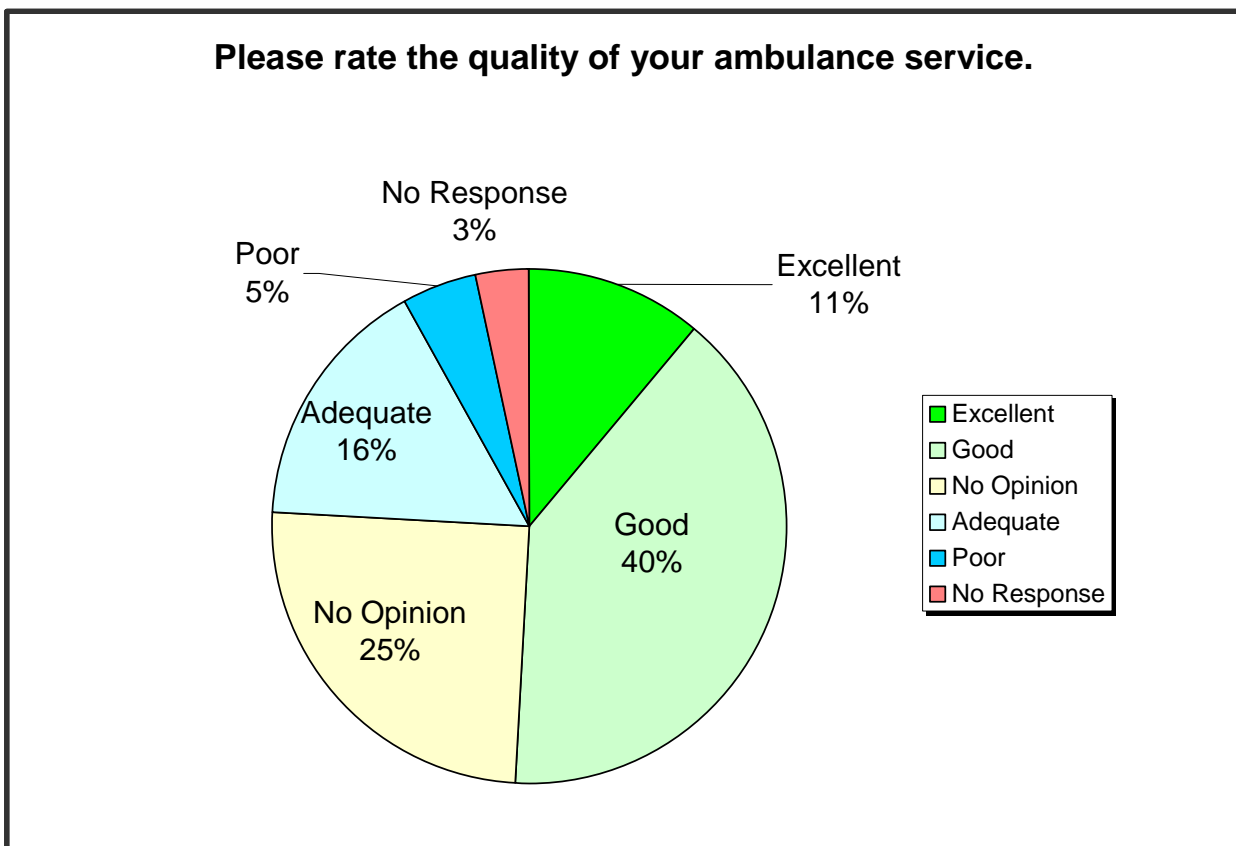


Residents are pleased with their level of fire protection as fifty eight percent (58%) of respondents rank protection as good or excellent. The seemingly high percentage, twenty four percent (24%), of respondents who did not answer the question or had no opinion, is perhaps that they had no need to contact the fire department.

Please rate your satisfaction with ambulance services.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	86	11%
Good	304	40%
No Opinion	197	25%
Adequate	126	16%
Poor	36	5%
No Response	26	3%
Totals	775	100%

Residents were asked to rate the quality of ambulance services.

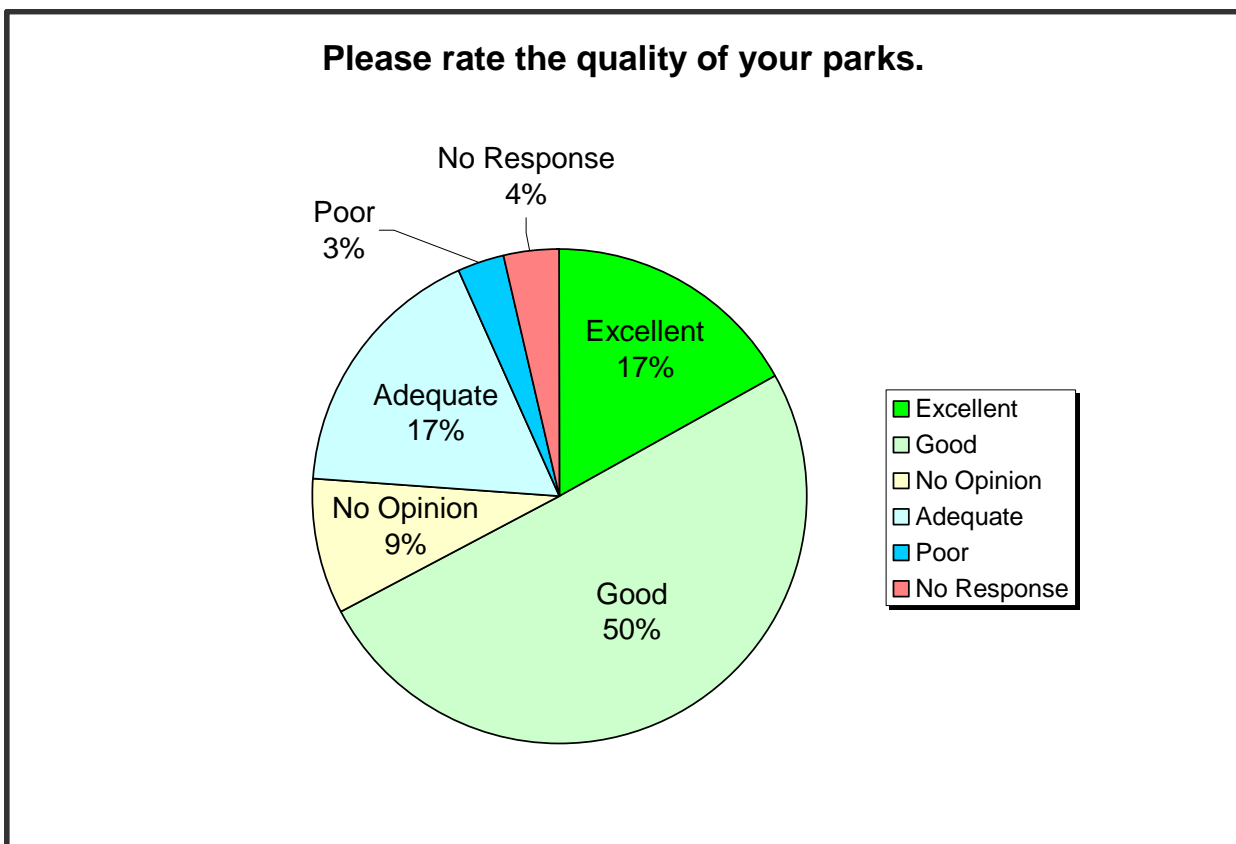


Residents are pleased with their level of ambulance protection as fifty one percent (51%) of respondents rank protection as good or excellent. The seemingly high percentage, twenty eight percent (28%), of respondents who did not answer the question or had no opinion, is perhaps that they had no need for ambulance services in the past.

Please rate your satisfaction with park services.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	131	17%
Good	390	50%
No Opinion	68	9%
Adequate	135	17%
Poor	22	3%
No Response	29	4%
Totals	775	100%

Residents were asked to rate the quality of park services.



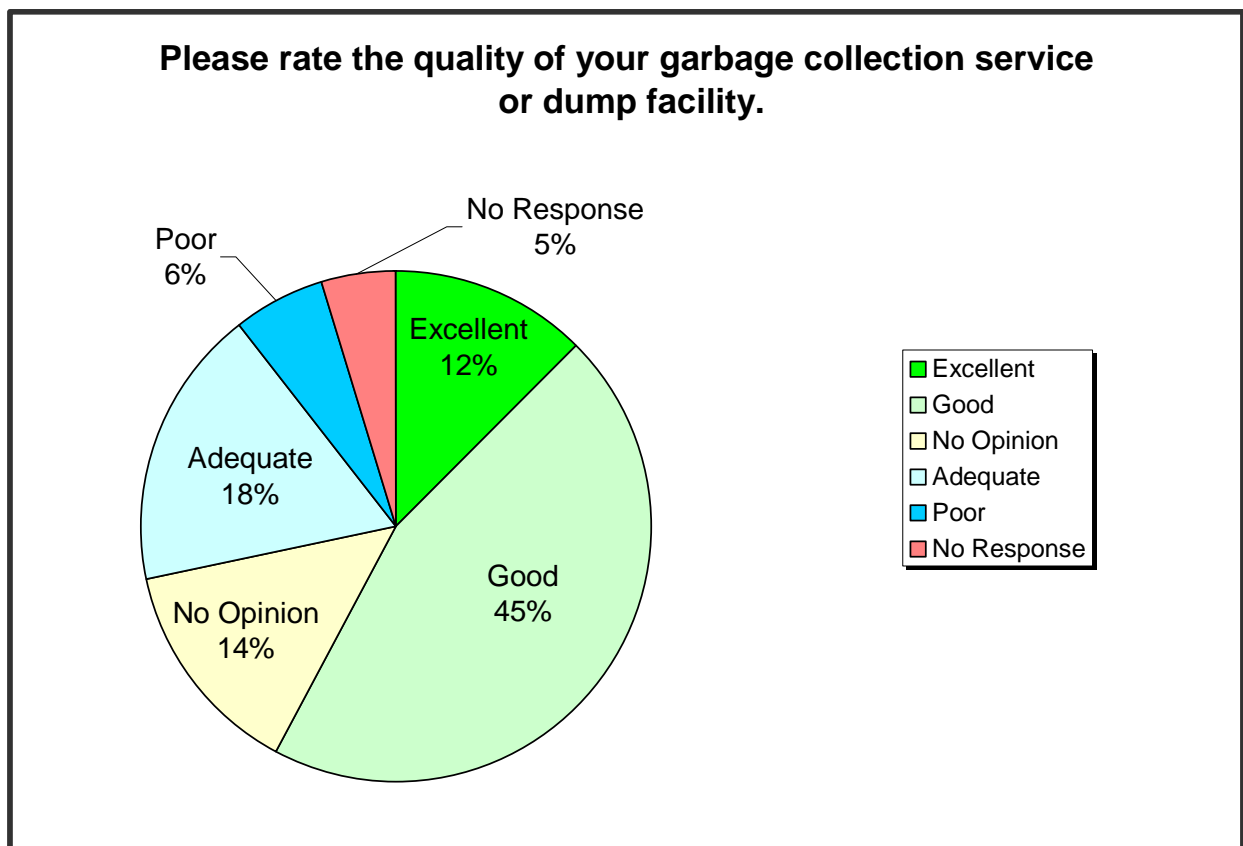
Overall, residents are pleased with quality of parks as fifty seven percent (57%) of respondents feel the system is good or excellent. Only three percent (3%) or respondents feel the parks are of poor quality.

Depending on the respondents point of view, the need for pedestrian paths or bike trails, may or may not have been considered when answering this question.

Please rate your satisfaction with the garbage collection or dump facility.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	96	12%
Good	355	45%
No Opinion	106	14%
Adequate	136	18%
Poor	46	6%
No Response	36	5%
Totals	775	100%

Residents were asked to rate the quality of garbage or dump services.

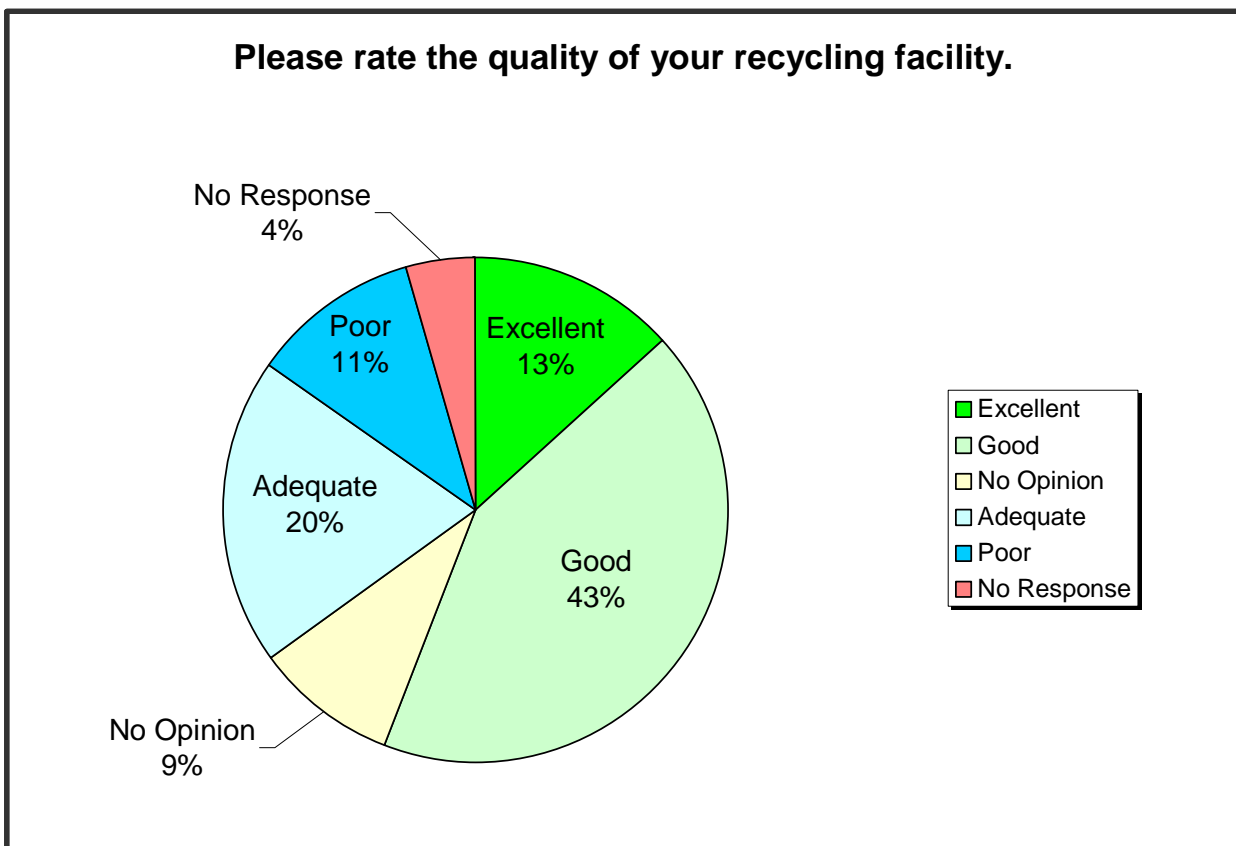


Overall, residents are pleased with quality of garbage collection or the dump facility, as fifty seven percent (57%) of respondents feel the system is good or excellent. Only three percent (3%) or respondents feel the garbage collection or the dump facility are of poor quality.

Please rate your satisfaction with the recycling facility.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Excellent	104	13%
Good	328	43%
No Opinion	73	9%
Adequate	151	20%
Poor	85	11%
No Response	34	4%
Totals	775	100%

Residents were asked to rate the quality of recycling services.

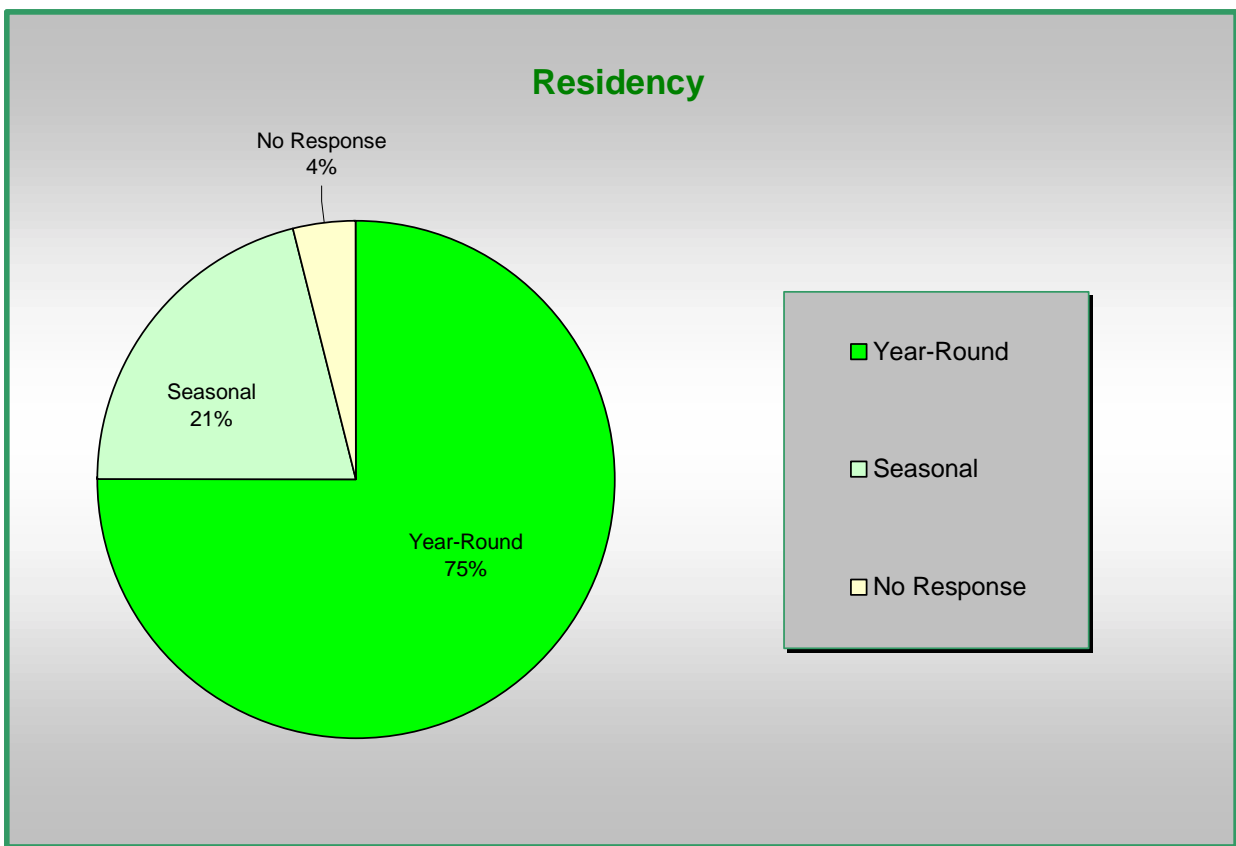


Overall, residents are pleased with quality of recycling as fifty six percent (56%) of respondents feel the facility is good or excellent. Eleven percent (11%) or respondents feel the facility is inadequate.

Residency.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Year-Round	582	75%
Seasonal	163	21%
No Response	30	4%
Totals	775	100%

Residents were asked if they are permanent or seasonal residents.

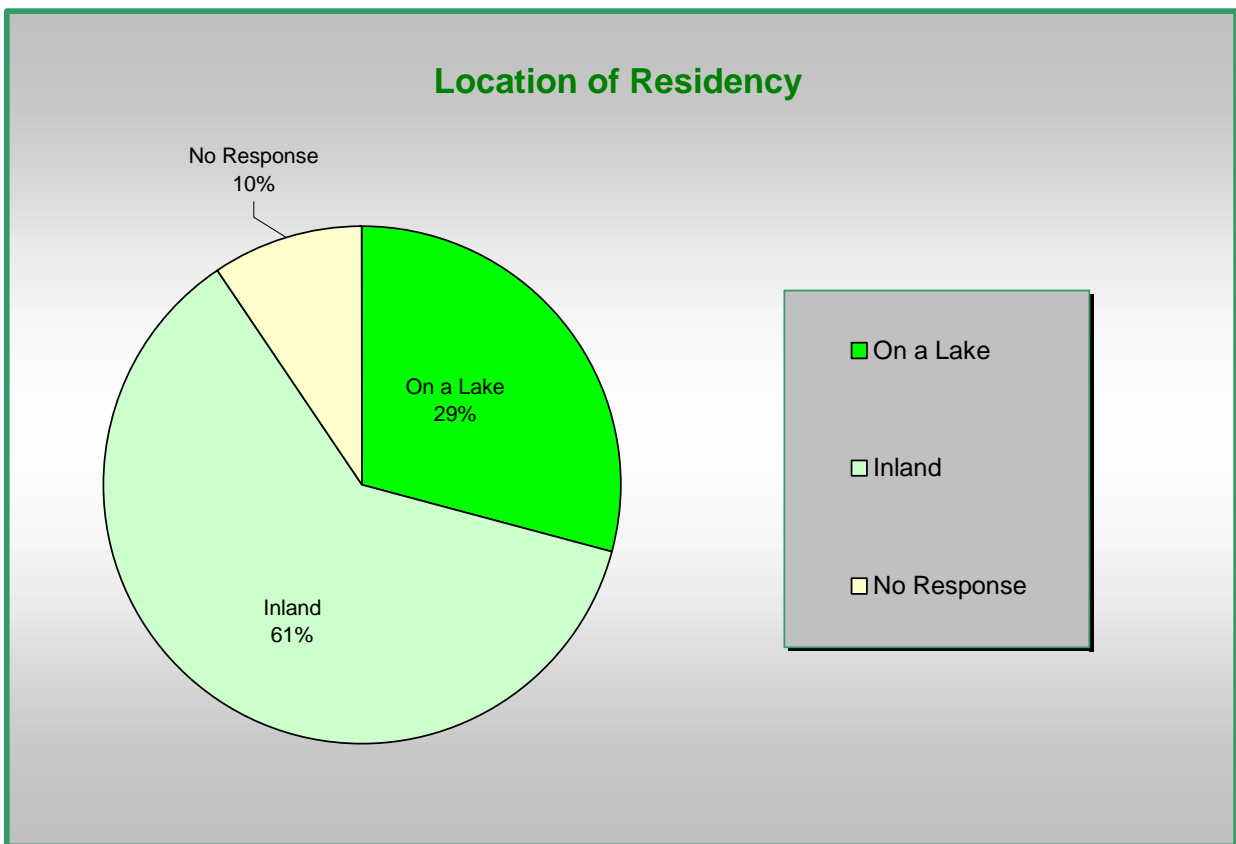


Seventy five percent (75%) of the respondents are permanent residents of the Town. Twenty one percent (21%) are seasonal residents.

Location of residency.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
On a Lake	227	29%
Inland	474	61%
No Response	74	10%
Totals	775	100%

Residents were asked if they reside on shoreland property or inland property.

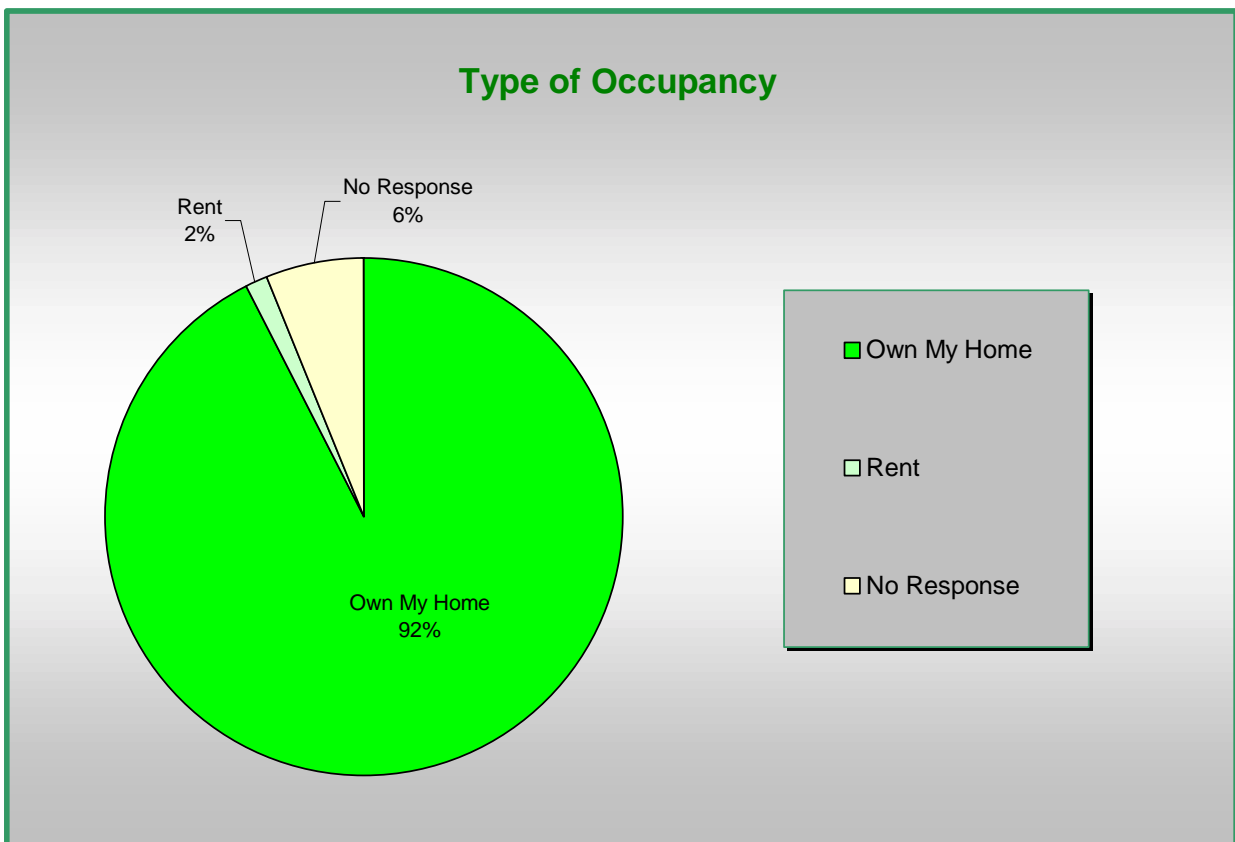


Most respondents, sixty one percent (61%), live on inland property. This is reflective of the Town in that most of the population does live inland.

Type of occupancy.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Own My Home	716	92%
Rent	12	2%
No Response	47	6%
Totals	775	100%

Residents were asked if they own or rent their home.

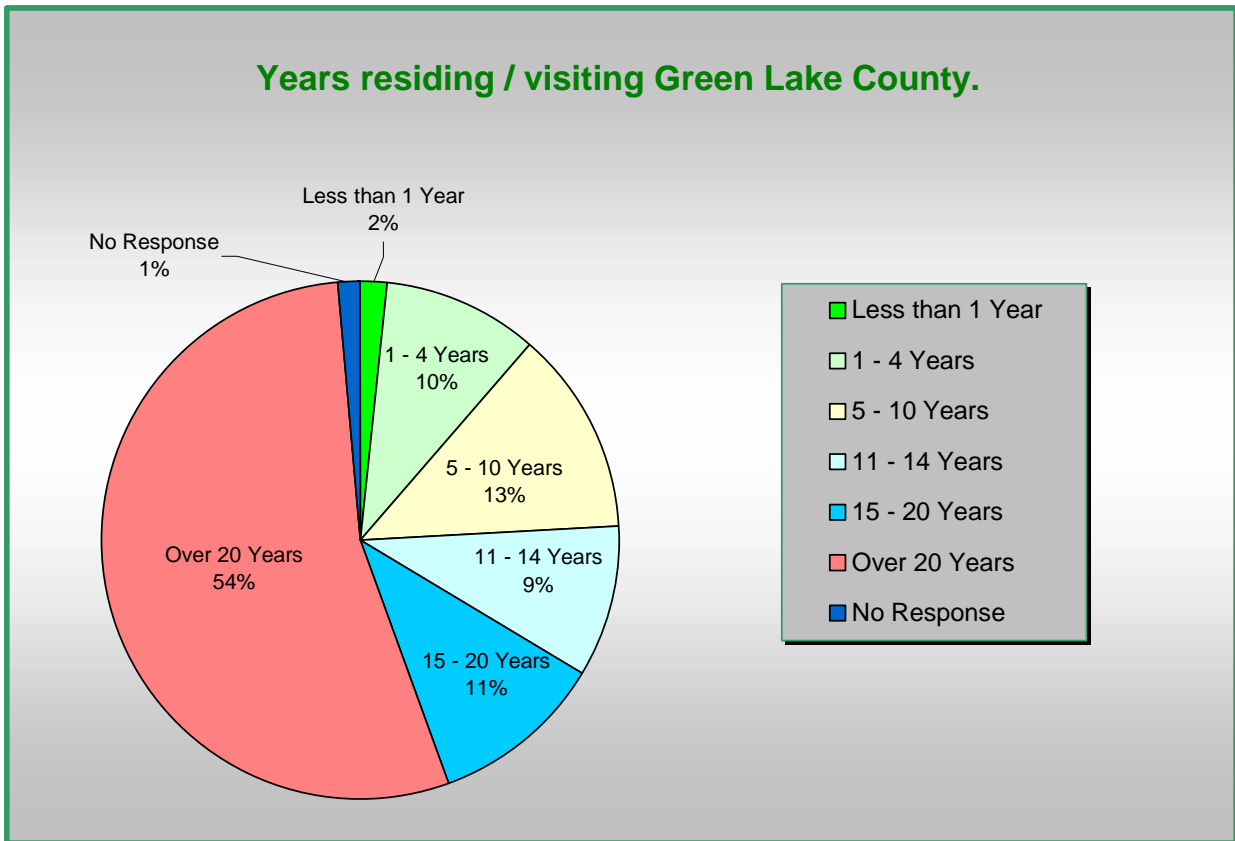


Ninety two percent (92%) of the respondents own their home. The six percent (6%) of people who did not respond to this question perhaps felt homeownership should not be considered in evaluating the survey responses.

Years residing / visiting Green Lake County.

Responses	Number of Brooklyn Responses	Brooklyn Responses in Percentages
Less than 1 Year	13	2%
1 - 4 Years	76	10%
5 - 10 Years	99	13%
11 - 14 Years	72	9%
15 - 20 Years	85	11%
Over 20 Years	419	54%
No Response	11	1%
Totals	775	100%

Residents were asked how many years they have been living in or visiting Green Lake County.



Generally, respondents have been long time residents or visitors of Green Lake County. Seventy four percent (74%) of the respondents have lived or visited the County for over ten (10) years. Only ten percent (10%) of the respondents have been in the County less than four (4) years. These statistics imply that people will look after the Town's long term welfare since they truly are part of the long-term community.

Town of Brooklyn's Smart Growth Goals and Objectives

Since its formation, the Plan Commission's foremost task was to create a Smart Growth compliant Comprehensive Plan, along with any necessary ordinances to accomplish the goals of the Plan.

To achieve a Plan that most fully meets the needs of Brooklyn's overall population, the Plan Commission used data obtained from the household survey, along with insight from the diverse membership of the Commission. Input from interested citizens was also appreciated. Varied interests from the individual meeting attendees helped provide an optimal atmosphere for brainstorming and exchange of ideas.

As a base starting point, the Commission adopted the fourteen local comprehensive planning goals, established in the Smart Growth legislation (outlined on page 2 of the Introduction). The concepts of these fourteen goals were transformed as shown below, to apply to the rural Town of Brooklyn. These fourteen goals were used as a starting point in determining the goals and objectives shown in each of the remaining elements of the Plan (housing, transportation, utilities and community facilities, agricultural, natural and cultural resources, economic development, intergovernmental cooperation and land use).

1. Promote infill development and the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures;
2. Encourage neighborhood designs that support a range of transportation choices such as bicycle or pedestrian options;
3. Protect natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces and groundwater resources;
4. Protect economically productive areas, including farmland and forests;
5. Encourage land uses, densities and regulations that promote efficient development patterns, compatible land uses and relatively low municipal, state governmental and utility costs;
6. Preserve cultural, historic and archaeological sites;
7. Encourage coordination and cooperation among nearby units of government;
8. Building of community identity by enforcing design standards and promoting development that will sustain the economic or aesthetic viability of adjoining City of Green Lake's downtown;
9. Provide an adequate supply of affordable housing for individuals of all income levels throughout each community;
10. Provide adequate infrastructure and public services and an adequate supply of developable land, located and designed in a manner that meets existing and future market demand for residential commercial and industrial uses, while promoting retention of agricultural lands to allow the agricultural industry to flourish;
11. Promote the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional and local levels;
12. Balance individual property rights with community interests and goals;
13. Plan and develop land uses that create or preserve varied and unique urban and rural communities while promoting land use compatibility; and
14. Provide an integrated, efficient and economical transportation system that affords mobility, convenience and safety, and meets the needs of all citizens, including transit-dependent and disabled citizens.
15. Protect the rural character, agricultural landscape and scenic vistas that exist in the Town of Brooklyn.

Town Vision Statement

The Town of Brooklyn strives to protect its water and natural resources, scenic landscape and rural character, while recognizing and responding to the economic needs of the community.

Housing



HOUSING

Element Introduction

Analysis of housing utilizes insight from the demographic makeup of the Town and proposes future housing options for residents. The Housing Element provides a compilation of policies, goals, and maps to provide an adequate housing supply that meets existing and forecasted housing demand in the Town. This element assesses the existing age of housing, structural type, structural value and occupancy characteristics. This element also identifies specific policies and programs to promote development of housing and provides a range of housing choices that meet the needs of all income levels, age groups and persons with special needs. The element also contains policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing, and policies to maintain or rehabilitate Brooklyn's existing housing stock.

Goals and Objectives

Housing in a vital town has a variety of neighborhoods and housing choices that provide safe, attractive and affordable housing for all its residents. Well-planned neighborhoods welcome everyone and include owner-occupied and rental housing choices, and single-family and multi-family units. The Town of Brooklyn adopts the following goals and objectives to protect the integrity of existing neighborhoods and to encourage the creation of appropriate neighborhoods and developments. Future objectives to assist in carrying out each goal are shown as separate points below the goal.

Goal: Provide adequate amounts of housing while protecting our rural character.

- Carefully plan for residential development and encourage the majority of new development to occur around existing infrastructure and populated areas.
- Encourage infill development to provide housing by increasing density in already populated areas as opposed to creating sprawl that will be detrimental to the area's existing rural aesthetics.
- Limit areas where new subdivisions shall be located. Development of subdivisions outside the built up area that may impact the rural setting and natural amenities shall be limited.
- Create compact new subdivisions in residential planned areas consisting of one (1) to two (2) acre lots. Avoid the creation of five (5) acre lot subdivisions.
- Support subdivision designs that blend into the existing rural neighborhood character. Encourage plans that enhance our pastoral setting and have a minimal impact on existing wooded areas and open space vistas.
- Encourage the addition of a landscaped buffer between the edge of a new subdivision and the road right-of-way.

Goal: Provide adequate amounts of housing while protecting our environment and natural resources.

- Work with County Officials to create ordinances regarding lakeshore development and shoreland vegetation removal practices.
- Necessitate the use of retention ponds for new subdivisions in accordance with County and State regulations.

Goal: Ensure adequate public facilities are available to support new residential growth—in a cost-effective manner for governmental services.

- Educate officials, residents, landowners and developers on the increased cost of infrastructure and services to lots outside the existing community.
- Encourage the majority of new development to occur around existing populated areas.
- Require new developments to satisfy all subdivision ordinances and design standards established by the Town and any other governmental agency.
- Encourage compact infill development within the existing built up area to minimize urban sprawl.

Goal: Provide a range and diversity of housing opportunities for households of all sizes, types, incomes, ages, and special needs.

- Encourage owner-occupied houses on smaller lots.
- Assist in identifying and eliminating barriers to affordable housing by educating the public on County programs that assist lower income individuals and families with homebuyer's assistance.
- Provide a variety and range of housing types and densities through a range of zoning classifications.
- Multi-family housing should be utilized to provide a range of housing and to buffer transitional land uses.
- Provide a balance of housing types, price ranges and densities.

Goal: Maintain and enhance the existing housing stock so it continues to provide a quality and safe living environment.

- Promote the maintenance of low and moderate cost housing through the utilization of all available methods of assistance.
- Adopt ordinances that prohibit unsafe conditions, due to poor maintenance of residential dwellings.

Inventory and Analysis

The Housing Element provides an inventory of the current and future housing stock in the Town of Brooklyn. Based on population projections, changing market conditions, and an increased housing need due to the steady decline in persons per household, it is anticipated that housing will continue to expand in the Town. The following is a detailed analysis of the existing housing conditions.

Existing Housing Supply

The distribution of housing types in Brooklyn is shown in Table H-1 and Chart H-1 below. Currently the Town's housing stock consists of approximately 89.5% single-family, 2.8% multi-family and approximately 7.7% mobile homes or trailers. Generally, single family housing is located near Green Lake or the City of Green Lake.

Table H-1
Types of Existing Housing Units -- 2000

Type of Housing	Town of Brooklyn	City of Green Lake	Green Lake County
Single-Family Detached	84.4%	67.8%	80.5%
Single-Family Attached	5.1%	1.5%	1.4%
Multi-Family	2.8%	30.4%	12.4%
Mobile Home, Trailer or Other	7.7%	0.3%	5.7%
Total	100.0%	100.0%	100.0%

Source: U.S. Bureau of the Census, Census 2000.

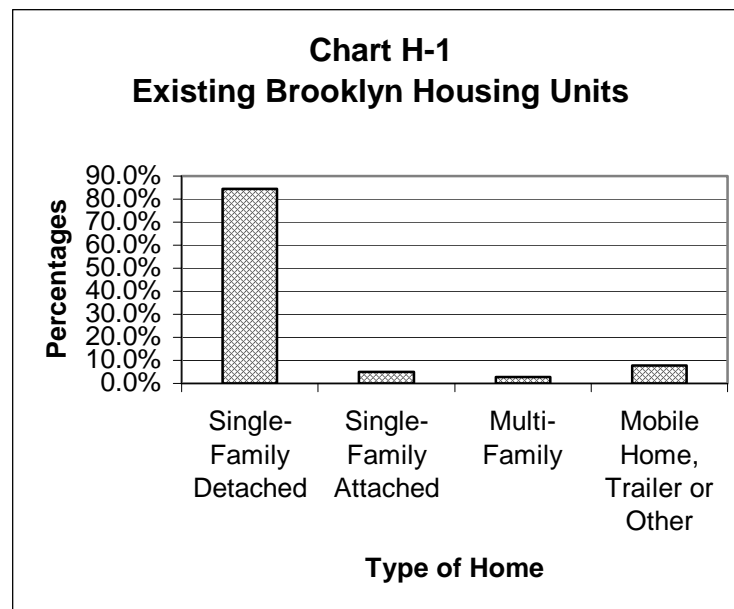


Table H-2 and Chart H-2 below summarizes the tenure of housing in the Town. Tenure of housing stock describes whether the householder rents or owns the dwelling unit. Brooklyn has a high percentage (16.6%) of owner-occupied housing units, with approximately 67.5% of the households owner-occupied, compared to approximately 7.8% renter-occupied units. The Town also has a high percentage of seasonal, recreational or occasional use units, due in large part to the presence of Green Lake. Given that a significant number of housing units are owner-occupied and well maintained, adds to the strength of the local housing market.

Table H-2
Tenure of Occupied Housing Units by Percentage -- 2000

Type of Housing	Town of Brooklyn	City of Green Lake	Green Lake County
Owner-Occupied	67.5%	45.1%	60.5%
Renter-Occupied	7.8%	26.3%	17.8%
Seasonal, Recreational or Occasional Use	16.6%	19.3%	14.5%
Vacant	8.1%	9.3%	7.2%
Total	100.0%	100.0%	100.0%

Source: U.S. Bureau of the Census, Census 2000.

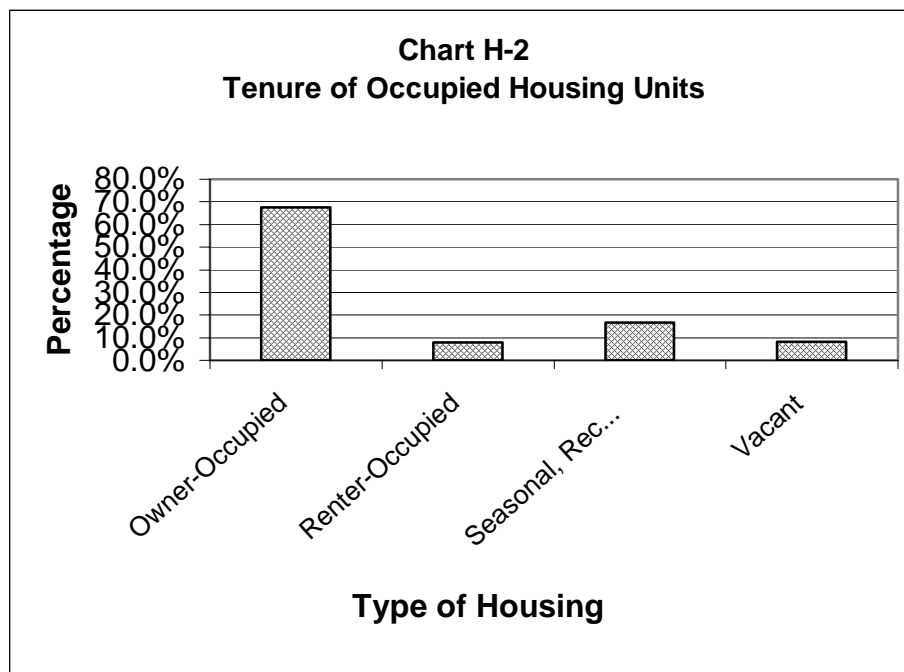


Table H-3 below shows the vacancy rates in the Town of Brooklyn as compared to the City of Green Lake and Green Lake County rates. It is important to get an overall picture, by viewing the Town and its surrounding vicinity. People considering locating in the area will often base their final decisions on particular amenities of the house or property regardless of the municipal boundary.

The Town's owner-occupied homes vacancy rate is only 1.7% as compared to a 4.9% vacancy rate in the City of Green Lake. Brooklyn's lower vacancy rate is most likely due in part to the fact that the overall residential stock is newer in the Town.

As is typical, the vacancy rates are higher for rental property in Brooklyn (14.6%) as compared to only 1.7% for owner-occupied homes. The presence of Green Lake, with its possibilities for short term rental options can easily explain the discrepancy.

**Table H-3
Vacancy Rate (by Percentage)**

	Owner-Occupied Homes	Rental Property
Town of Brooklyn	1.7%	14.6%
City of Green Lake	4.9%	9.4%
Green Lake County	2.2%	9.5%

Source: U.S. Bureau of the Census, Census 2000.

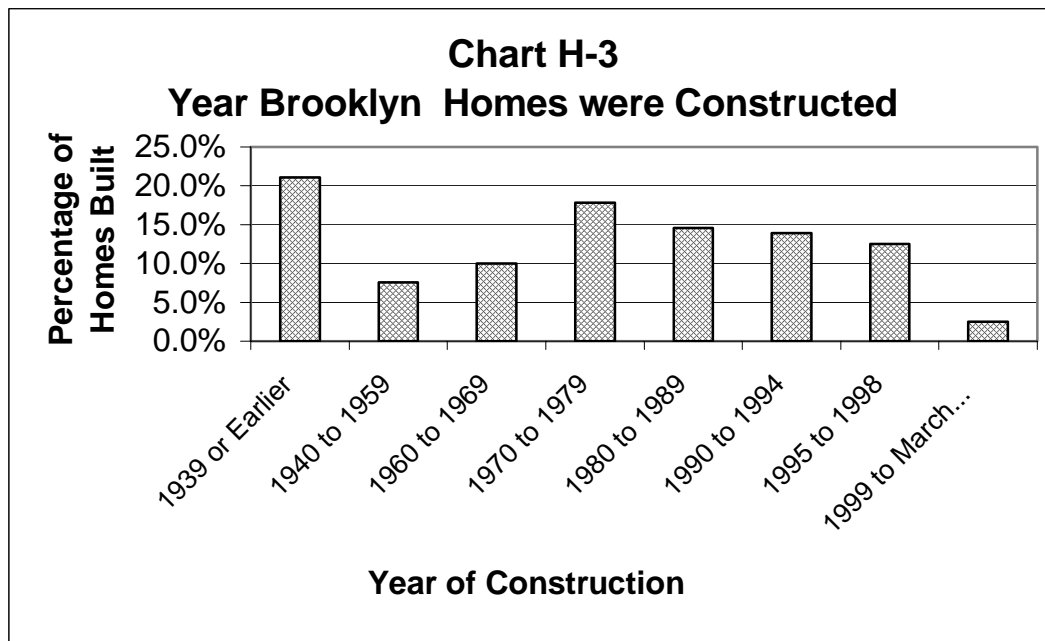
Table H-4 and Chart H-3 shows the year single-family homes were built. The largest percentages of homes, approximately 61.3%, were built between 1970 and March of 2000. This increase in housing construction can be attributed in part to the baby boomers coming of age and desiring a single family home, along with the trend to have employment outside the agricultural profession. The largest growth in any ten-year period took place between 1990 and 2000. During this period, the Town grew by 28.9%. This is characterized by the desire of many people to relocate from the cities and villages to a more rural location.

The period from 1999 to March of 2000 indicates only a 2.5% start in new homes. This is due in part to a slowing of the economy and a Brooklyn moratorium on subdivisions and rezoning until a framework was determined for the Land Use section of the in-process Comprehensive Plan. The City of Green Lake and the Green Lake County also experienced less than usual growth due in part to the economy.

**Table H-4
Year Brooklyn Homes were Constructed (by Percentage)**

Year Homes were Built	Town of Brooklyn	City of Green Lake	Green Lake County
1939 or Earlier	21.1%	27.7%	31.1%
1940 to 1959	7.6%	17.3%	18.4%
1960 to 1969	10.0%	10.9%	10.7%
1970 to 1979	17.8%	14.6%	14.4%
1980 to 1989	14.6%	15.1%	10.8%
1990 to 1994	13.9%	8.8%	6.6%
1995 to 1998	12.5%	5.0%	6.3%
1999 to March 2000	2.5%	0.6%	1.7%
Total	100.0%	100.0%	100.0%

Source: U.S. Bureau of the Census, Census 2000.



The condition of housing throughout the Town can also be expressed by the distribution of housing values. Housing values are also key factor in determining whether there is an adequate supply of affordable housing in a community. As shown in Table H-5 and Chart H-4, most of the houses in the three community areas are valued \$50,000 and \$150,000. In Brooklyn, 55.8% of the housing stock falls into the \$50,000 to \$150,000 categories.

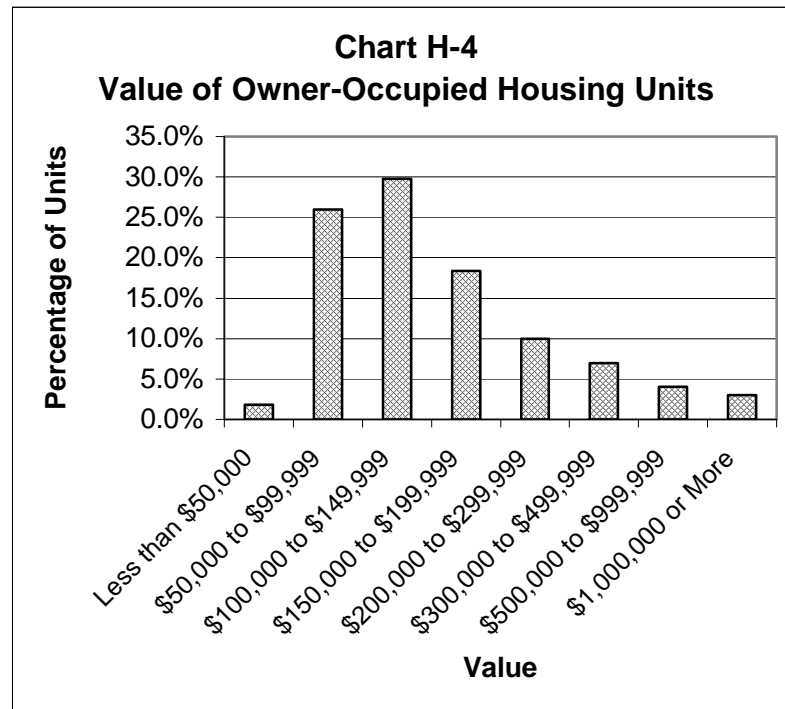
As a general rule of thumb, a household can afford approximately one-third of their income on housing. What this equates to is that a household can multiply its annual gross income by three and arrive at the value of their affordable house.

As shown on in the Population Profile section of this plan (Issues and Opportunities Tab), Brooklyn has a median household income of \$51,250. Multiplying this figure by three indicates that the average Brooklyn household can afford a home valued at \$153,750. As Table H-5 and Chart H-4 below indicate, 57.6% of the Brooklyn housing stock is valued under \$150,000 and is therefore affordable. These calculations show the Brooklyn housing stock encompasses enough diversity to adequately offer affordable and higher end housing choices.

Table H-5
Value of Owner Occupied Housing Units -- 2000

	Town of Brooklyn	City of Green Lake	Green Lake County
Value	Percent of Total	Percent of Total	Percent of Total
Less than \$50,000	1.8%	4.0%	9.7%
\$50,000 to \$99,999	26.0%	42.9%	51.0%
\$100,000 to \$149,999	29.8%	31.4%	21.8%
\$150,000 to \$199,999	18.4%	8.3%	8.8%
\$200,000 to \$299,999	10.0%	8.3%	4.5%
\$300,000 to \$499,999	7.0%	2.1%	2.3%
\$500,000 to \$999,999	4.0%	2.1%	1.3%
\$1,000,000 or More	3.0%	0.9%	0.6%
Total	100.0%	100.0%	100.0%

Source: U.S. Bureau of the Census, Census 2000.



As shown in Table H-6 below, median home values have increased substantially between the years 1990 and 2000, not only in the Town of Brooklyn, but also in the City of Green Lake and Green Lake County. This increase can most likely be attributed to the construction of

additional high-end homes and the increase in land prices due to the effects of supply and demand.

Table H-6
Median Value of Owner-Occupied Housing Units – 1990 Compared to 2000

	Median Value 1990	Median Value 2000	Increase in Value (in Percent)
Town of Brooklyn	\$71,700	\$136,800	90.8%
City of Green Lake	\$57,300	\$103,700	81.0%
Green Lake County	\$49,800	\$90,100	80.9%

Source: U.S. Bureau of the Census, Census 2000

Table H-7 reaffirms the affordability of housing for Brooklyn residents. In 1999, 77.6% of Brooklyn households were spending less than 30% of their household income on housing. Of these households, 39.8% were spending less than 15% on housing. This high percentage of households spending less than 15% on housing is most likely attributed to the lack of mortgages on their properties.

Table H-7
Owner Housing Costs as a Percentage of Household Income
Owner-Occupied Housing Units – 1999

Percentage of Income Used on Housing	Town of Brooklyn
	Percent
Less than 15 Percent	39.8%
15.0 to 19.9 Percent	15.2%
20.0 to 24.9 Percent	14.2%
25.0 to 29.9 Percent	8.4%
30.0 to 34.9 Percent	6.8%
35.0 Percent or More	15.6%

Source: U.S. Bureau of the Census, Census 2000.

Table H-8 shows the percentages of household income that is spent on rent. These figures also indicate that an adequate supply of rental units is affordable to Brooklyn households. 63% of renting households are spending less than 24% of their household income on rent. Only 12.2% of Brooklyn households are spending over 35% on rent.

Table H-8
Gross Rent as a Percentage of Household Income – 1999

Percentage of Income Used on Rent	Town of Brooklyn
	Percent
Less than 15 Percent	41.1%
15.0 to 19.9 Percent	15.6%
20.0 to 24.9 Percent	6.7%
25.0 to 29.9 Percent	-
30.0 to 34.9 Percent	-
35.0 Percent or More	12.2%

Source: U.S. Bureau of the Census, Census 2000.

Future Demand for Housing

According to population projections from East Central Regional Planning Commission, Brooklyn will have a population increase of 352 people between 2000 and 2020. Since the size of the average Brooklyn household is 2.40 persons, there should be land designated for an additional 147 homes by the year 2020.

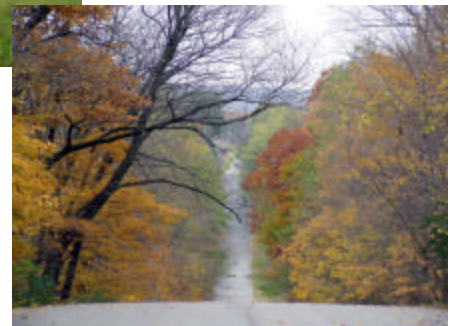
Since current trends are leading individuals to purchase homes in rural areas, additional land should also be designated to allow for additional growth. However, care must be taken in the land use designations, so excessive amounts of agriculture properties are not lost to development.

Only 2.8% of the current housing stock offer multi-family living, and only 5.1% offer condominium living (Table H-1). With the aging baby boomer population, additional multi-family or condominium options will become more popular. Many people will want to continue to live in the area, but may not be willing or able to maintain a property.

County Housing Programs

Housing rehabilitation assistance programs are offered through Green Lake County. Applications are available at the County Clerk's Office.

Transportation



TRANSPORTATION

Element Introduction

Good transportation facilities and systems are fundamental to the physical development and land use decisions of the Town. Contained in the Transportation Element is a detailed compilation of policies, goals, programs to guide future development of the various transportation modes, including highway, transit, bicycle, walking, railroad, air, trucking and water transportation systems. (A map showing the State, County, Town and private roads can be seen in the Appendix.) This element also identifies highways within the Town by function and coincides with State, regional and other applicable transportation plans, County highway studies, airport master plans and rail plans that apply to the Town.

All automobile transportation routes within the Town can be classified into three categories, based on how the road functions. Functional classification is a tool used in transportation planning and traffic engineering to categorize highways, roads and streets by the type of transportation service provided and the roadway's relationship to surrounding land uses.

- Arterials: Arterials are roadways designed to accommodate longer trips at the highest allowable speeds within and through the Town. They connect all sub regions within the area and urban and rural areas, as well as providing connections to out of state areas. Access to arterials is typically limited with medium to high traffic mobility.
- Collectors: Collectors are roadways designed to perform the function of collecting traffic from local streets and distributing it to and from arterials. Collectors have high land access with limited mobility.
- Local: Local streets provide mobility within neighborhoods and other other homogeneous land use areas.

Brooklyn's transportation system impacts all areas of the community from land use to regional circulation patterns. Brooklyn's existing transportation system is a network of transportation facilities including the State Highways 23 and 49 (arterials) which provide the east/west and northern access through the Town. County highways (collectors) collect the traffic from the local and private roads, and Town roads (local roads) transport local traffic. The transportation system provides the mechanism necessary in moving commodities and people and is a vital component of every community's future growth and future land use decisions.

Brooklyn is adopting the following policies to protect the integrity of existing transportation facilities and to encourage the creation of new transportation modes throughout the area.

Goals and Objectives

Goal: Develop an efficient and safe comprehensive transportation system that separates traffic by function, speed, volume and type, and facilitates the movement of people and goods.

- Continue to develop and implement a comprehensive roadway improvement and maintenance program. Adopt a Town of Brooklyn road maintenance plan based on the annual Town Board road tour and information from the Paser worksheets.
- Develop a street system that provides a hierarchy of arterial and collector streets, and an internal local road system that allows local traffic to circulate within residential areas.
- Maintain and upgrade the existing street system to accommodate current and projected traffic.
- Coordinate efforts with the City of Green Lake, other adjacent communities, Green Lake County and the WisDOT, when planning, coordinating and implementing highway or major street projects.
- Require the reserving and/or dedication of adequate street right-of-way in all new developments, subdivisions and CSM's, and require all streets to be constructed to Town standards and specifications.
- All driveways shall be located in accordance with the Town of Brooklyn's Driveway and Culvert Ordinance, and other County or State regulations.

Goal: Coordinate local transportation issues with regional transportation facilities and plans.

- Review regional, County and State plans prior to making transportation related decisions.
- Continue to work with the City of Green Lake to divide up road maintenance and plowing services on "shared" roads/streets in a cost effective efficient manner.
- Pursue funding sources and grant alternatives for road maintenance projects.

Goal: Promote the development and opportunity for alternatives to the automobile.

- Encourage the use of bicycles and the development of pedestrian/bicycle trails along heavily used roads.
- Encourage participation in becoming part of any future regional bicycle trail.
- Assess the feasibility of any cooperative transportation program that may become available in the future.
- Explore funding opportunities to assist in development of alternative transportation modes, funding to assist the low to moderate income and compliance with the Americans with Disability Act (ADA).

Modes of Transportation

Brooklyn's transportation system consists of a combination of State, County, and Town roads comprised of approximately 74 miles of roadway. Some private roads also exist within the Heritage Village, Heritage Estates, Lost Creek and the Hickories subdivisions, in the Green Lake Conference Center and other areas scattered throughout the Town. (Circulation within any future subdivisions will be on public roads to comply with the current County Subdivision Ordinance, which stipulates that all residences front on a public road.)

Table T-1 below shows the breakdown of the road network. Residential private roads are included in the table since homeowners often request that the roads be dedicated to the town at some point in time. However the private roads in the Conference Center complex are not included as it is unlikely the Town will ever be asked to take ownership and maintain those roads.

Over half (59%) of the roads in the Town are maintained by the Town. Maintenance expenses are offset by the State Road Aids program, which is funded through the gasoline tax.

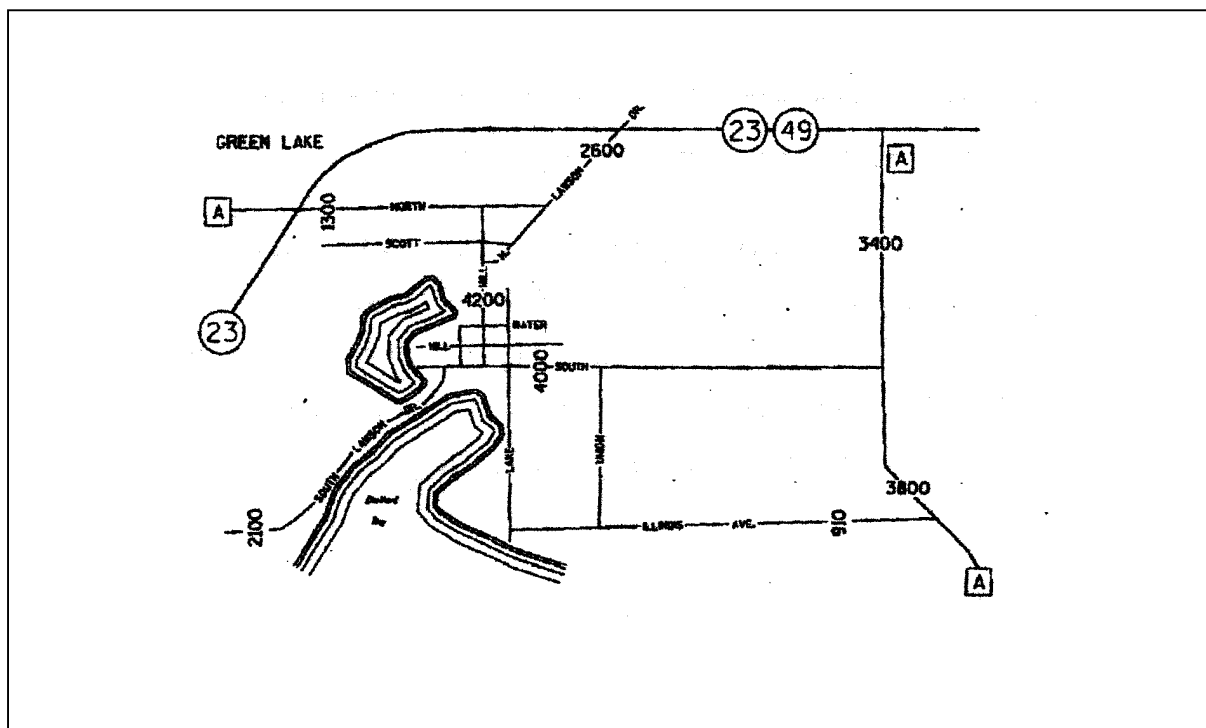
Table T-1		
Total Road Mileage		
Jurisdiction	Road Mileage	Percentage
State Highways	12	15.2%
County Highways	15	19.0%
Town Roads	47	59.5%
Private Roads	5	6.3%
Total	79	100.0%

Table T-2 indicates the traffic counts on some of the more frequently used roads in the Town. Figure T-1 graphically shows the general location counts where these counts were taken.

Table T-2		
Average Daily Traffic Counts		
Highway or Road	Location of Traffic Count	1999 Traffic Counts
Highway 23	North of the City of Green Lake	10,000
Highway A	Midway between Highway 23 and South Street	3,400
Highway A	North of Illinois Avenue	3,800
North Avenue	West of the City of Green Lake	1,300
North Lawson Drive	North of the City of Green Lake	2,600
Illinois Avenue	East of the City of Green Lake	910

Source: Wisconsin Department of Transportation and Highway 23 Study

Figure T-1
Graphic Showing Traffic Count Locations



Source: Wisconsin Department of Transportation and Highway 23 Study

Highways/Roadways Future Construction Plans

State Highways 23 and 49 form the structural framework for the Town's transportation system. Highway 23 runs east/west throughout the Town and Highway 49 runs north from Highway 23 about midway through the Town.

Highway 23 will be reconstructed around the year 2010. The DOT has begun the preliminary planning with a Highway Needs and Alternatives Assessment—the WIS 23 Corridor Study. The 5-mile study area ran along Highway 23 from the west junction of County Trunk Highway A/North Street in Green Lake to Arcade Glen/South Koro Roads in Ripon. The study primarily focused on future improvements that would address the Highway's capacity and safety needs for the highway for the next 30 years. Five proposed alternatives, which ranged from simple resurfacing to constructing a 4-lane divided facility were explored. The alternatives were presented, to gain public input at an open house on August 28, 2002 at the Green Lake County Court House.

According to the study, a review of the crash data for the study segment reveals that this route has a current overall crash rate of 94 crashes per million vehicle miles. (This is less than the statewide average of 104 crashes per million vehicle miles. The 6-year period between 1994 and 1999 indicates that 44% of all crashes occurred during the Friday-Saturday weekend period and that 74% occurred at intersections. The intersection of STH 23 with STH 49 experienced the highest frequency of crashes; however since the intersection was signalized within the study period, crash rates are expected to improve. The intersections of STH 23 with Lawson Drive and with CTH A/North Street experience the next highest crash rates within the study area.

The current average daily traffic volumes in the study area are slightly below 10,000 vehicles per day (vpd), while east of the study area in the City of Ripon, where STH 23 is a 4-lane divided roadway; the 1997 average daily traffic count was approaching 15,000 vpd. Additionally, it is important to note that area tourism accounts for an average daily traffic volume, which is approximately 55% higher on Fridays and Saturdays in the peak summer months. It is anticipated that with the potential for new development in the area, projected average daily traffic volumes for a projected design year of 2027 will be 16,500 vpd. Average daily traffic volumes in 2027 are expected to more than double this threshold volume and year 2027 recreational peak traffic volumes to more than triple this threshold.

At the time of the writing of this document, Alternative 2—an access controlled 2-lane rehabilitation—is the preferred DOT alternative. This alternative consists of reconstruction with spot improvements for 2 lanes or traffic. The intersection of STH 23 and CTH A is improved. Acceleration and deceleration lanes are lengthened along with additions and improvements of bypass lanes and driveways. Some roads and driveways are closed and redirected onto new segments of frontage roads. The bridge crossing the Puckyan River will be widened and re-decked. This alternative will improve the level of service capacity to provide an acceptable level of operation, without degrading the rural character of the area—a factor important to area residents. Many factors were considered, such as terrain, sight distance, peak hour intersection volumes and the number of access/driveway locations. (Within this 3-mile section, there are currently 41 driveway access locations, 11 of which are currently serving commercial needs. There are 23 access drives on the north side of STH 23, and 18 on the south side.)

It is important to note that since the STH 23 construction project is still in the planning stages, there will most likely be revisions to the plan. However, since final construction determinations will not be made for several years, the Town will base planning decisions on the most likely scenario, and the assume details outlined Alternative 2 will in large part become reality. It is important to take these details into account as future circulation patterns will affect land use decisions. The following paragraphs iterate possible improvements as outlined in the DOT WIS 23 Corridor Study. Graphics of these proposed access roads, turn-lanes and closures can be viewed from the DOT report.

- Removal of existing pavement; re-compaction of sub-grade; placing 4 inches of open-graded base course over six inches of coarse aggregate base course; installation of edge drains; 15 foot wide mainline Portland Concrete Cement pavement; and the addition of 5 foot asphalt with 2 foot aggregate shoulders.
- Improve intersection of STH 23 and CTH A.
- Move/improve driveway to Howie's Green Meadow Lanes to approximately 200 feet north of STH 23.
- Cul-de-sac/close North Street (south approach), improve eastbound bypass land. Lengthen acceleration/deceleration lanes at intersection with North Street/CTH A.
- Add eastbound left-turn bypass lane for vehicles turning into Block's greenhouse. Improve Block's Greenhouse driveway, with structural retaining walls required to accommodate widening. Add acceleration/deceleration lanes for westbound vehicles.

- Cul-de-sac/close N. Lawson Drive (north and south approach). (Based on input from a public meeting, the DOT is exploring the possibility of leaving the south approach open to the City.)
- Deck replacement and widening of the bridge over the Puckyan River to match proposed clear roadway width.
- Improvements to intersection of Lawson Drive and STH 49. As a result of the cul-de-sac at N. Lawson Drive, all traffic, including truck traffic currently traversing through the neighborhoods to this intersection of Lawson Drive with STH 23, will now be routed to STH 49. Move the Lawson Drive/National Bank intersection to STH 49 north, to accommodate a northbound left-turn lane onto Lawson Drive. An eastbound exclusive right-turn lane is added to accommodate the reverse movement.
- Close National Bank access on STH 23, access provided via STH 49.
- Close Busse Road. Provide alternate access to kennel and clinic, as well as gravel pit. Gravel pit access to STH 23 closed. Access provided via a new realigned access road from STH 49.
- Provide alternate access to two single family residences (SFR) from CTH A (south side of STH 23, one east and one west of CTH A).
- Close existing access to trailer park on STH 23. Provide alternate access via Forest Ridge Road. New access to be combined with relocated Kingdom Hall access
- Lengthen existing deceleration lane for eastbound and westbound lanes at Forest Ridge Road. Add acceleration lanes for Forest Ridge Drive. In addition to the acceleration/deceleration lanes at Forest Ridge Drive and Westwind Drive, a full auxiliary lane will be added between the two streets on both sides of STH 23.
- Realign/move access to SFR from STH 23 to Forest Ridge Road (access gained from southeast quadrant of intersection)
- Combine Rossier Sports driveway and defunct trucking operation access opposite of Westwind Drive
- Provide access to three existing SFR driveways and two commercial driveways (Kings Floor Covering & Quality Business Cards) on the north side of STH 23 via a new access road as realigned opposite of Westwind Drive. Construct cul-de-sac and provide access for SFR on north side of STH 23 opposite Westwind Drive and behind commercial and residential developments. Cul-de-sac end of new alternate access.
- Cul-de-sac Eastwind Drive intersection with STH 23.
- Combine two SFR driveways on south side of STH 23 into one, and align opposite existing driveway to the north.
- Lengthen existing eastbound deceleration and provide new eastbound acceleration lane at Sunnyside Road.
- Provide westbound left-turn by pass land at Sunnyside Road.

- Combine three existing SFR driveways on the north side of STH 23 into one, and align opposite Sunnyside Road.
- Provide eastbound left-turn bypass land at Brooklyn J Road, lengthen existing westbound deceleration lane and provide for westbound acceleration lane.
- Close driveways on STH 23 to Ed Priebe Sales and Service and Surface and Surroundings and relocate to align opposite each other on Dead End Road/CTH PP.
- Lengthen eastbound and westbound deceleration lanes and provide acceleration lanes at Dead End Road/CTH PP.
- Cul-de-sac west intersection of S. Koro Road with STH 23.
- Close Comorn Road access to STH 23.

The State is not planning any major reconstruction projects for Highway 49 within the next several years.

Both the Town and the County are planning on road maintenance in the next several years. There are no current plans by the Town or the County to reroute any roads or highways.

Transit

In addition to driving oneself to a desired destination, a number of local transportation options are available to Town residents. Ride sharing and car pooling are an informal arrangement between commuters to share expenses and driving responsibility when driving to a common destination. These are usually informal agreements and are the participant's responsibility to coordinate and administer. All three school districts within the Town provide busing service for their students. A local cab company, Berlin Classic Cab Ltd, offers services in the area to transport residents to their desired locations. The company also has handicapped accessible vans available.

The possibility of adding a joint municipality public transportation system to the area was explored and deemed unfeasible. However, a more regional system may be readdressed as the City of Green Lake is investigating system options.

Seniors (age 60 and above) and residents with disabilities can also contact the County Human Services, Department of Ageing, for volunteer driven transportation. The plan grants first priority to residents needing medical transportation (for example, a doctor's appointment), second priority for nutritional needs (for example, a ride to the grocery store), third priority for employment needs and forth priority for social engagements. Unfortunately, with the decline of available State funds, the donation per mile may have to increase, or perhaps all the municipal entities may be asked to contribute to the program.

Railroads

The railroad played a major part in the history of Brooklyn. The addition of Green Lake Station, on Depot Road, gave both the Town and the City of Green Lake vibrancy in their earlier years. With the construction of the interstate and state highway systems, rail traffic has given way to automobile and truck usage. Railroad service has been discontinued in many communities, including Brooklyn's Green Lake Station.

Future trends indicate some businesses can operate more efficiently and economically if rail service, with a rail spur into the industrial areas is available for shipping. At this time, however, area industry does not indicate a need for railroad resurgence.

Pedestrian (Bicycles/Walking)

Pedestrian and bicycle traffic currently use the edge surfaces of the less traveled roads for recreational purposes. Many communities have converted abandoned railroad beds into bicycle trails, however, at the time the railroad left Brooklyn, bicycle path trends were not as prominent as they are today, and most of the bed was sold to abutting landowners.

Currently, State and regional plans do not include multi modal trails located within the Town. However, with increased motorized vehicular traffic and safety concerns, the Town should consider a policy for separating different transportation modes, and adding bicycle/pedestrian trails in the future. New developments in particular, should be encouraged to include trails.

Air Transportation/Airports

Town residents have reasonably close access to air transportation. The Town has a private airport/training school (Myer's Field), located along Highway PP in the northeast area of the Town. Private commercial services are available at the Appleton Airport and the Fond du Lac County Airport. The Appleton airport also provides commercial air carriers with connections to larger city hubs. National and international travel flights are available from Milwaukee or Madison airports.

Possible safety issues caused by the height of structures near the Town's private airport/training school must be carefully considered prior granting land use approvals.

Trucking

Brooklyn does not have any designated truck routes throughout the Town. The Town's State arterial highways and County collector highways function primarily as truck routes. Much of the truck traffic is utilizing Highway 23 to access regional Highways 41 or 39/51.

Many of Brooklyn's Town roads (28 miles) have temporary, 7 ½ ton weight limits posted in the spring. Other roads (13 miles) have a permanent weight limit of 10 ton. Other streets (6 miles) are not limited. Weight limits are necessary on some streets to prevent damage caused by heavy trucks on roads that aren't built to support excessive weights.

Water Transportation

The Town of Brooklyn surrounds much of the northern and eastern shores of Green Lake. The eastern Inlet and the Puchyan River connect to Green Lake. Although the Puchyan River connects with the Fox River, the Town's waterways are not used for present day shipping operations. Commercial charter boats offer sightseeing and fishing opportunities for residents and visitors on Green Lake. In addition, waterways are used for personal recreational activities such as boating, fishing, and water skiing. Both Town and a County access point (located in Sunset County Park) provide adequate access to the Lake within the Town of Brooklyn.

Comparison to Regional and State Plans

Plans created by the East Central Regional Planning Commission, Department of Transportation, the Department of Natural Resources, the County, and the adjoining City of Green Lake were reviewed to ensure compatibility with this Plan. (The Town of Brooklyn is not part of a MPO.) Brooklyn areas were not affected by many of these plans—such as the

WI Bicycle Transportation Plan 2020, WI State Airport System Plan 2020. However, as, shown in this section under the heading “Highways/Roadways Future Construction Plans” the WI State Highway plan has a substantial affect on Brooklyn due to the reconstruction plans for State Highway 23. Land use decisions made in this plan were made to be compatible with the Highway Plan.

Utilities & Community Facilities



Utilities and Community Facilities

Element Introduction

The Utilities and Community Facilities Element contains policies, goals and programs to help guide the future development of community facilities including; sanitary sewer district areas (see map in the Appendix), recycling facilities, police, fire and rescue facilities, libraries, schools and other governmental facilities. This element also describes the location and capacity of existing public utilities and existing community facilities serving Brooklyn. Also included is a generalized timeframe forecasting expansion and rehabilitation of existing utilities and facilities and the creation of new utilities and facilities. The provision of adequate public services is essential to maintain the health, safety, and welfare of the residents of Brooklyn and to promote efficient and orderly development. The Utilities and Community Facilities Element provides a summary of the Town's existing and future plans.

Goals and Objectives

Goal: Encourage growth and development that allows for cost-effective governmental services and infrastructure costs.

- Encourage compact development that is adjacent to existing urbanized areas.
- Encourage infill development.
- Educate officials, residents, landowners and developers on the increased cost of services to lots outside of the existing community.
- Keep citizens informed on basic expenditures and the distribution of their tax dollar.

Goal: Form partnerships with other communities to share services and facilities.

- Continue to work with the City of Green Lake to divide road maintenance and snow plowing on "shared" roads/streets.
- Promote the existing joint operation of the Fire Department / First Responders and Library with the City of Green Lake.

Sanitary Sewer, Wastewater Treatment and On-Site Treatment Systems

The Green Lake Sanitary District (GSLD) was formed in 1964 as a taxing entity, with the ability to collect taxes for services. Currently, the District's ultimate mission is to protect the Lake and other waters from becoming contaminated, by implementing prudent waste management procedures. The District is heavily involved in water quality work (i.e. best management practices, which addresses stormwater runoff), fisheries protection and watershed monitoring, including non-point pollution sources. Along with providing sanitary sewer and wastewater treatment, solid waste and recycling pick-up is provided to parcels within the District.

With the exception of the City of Green Lake, all the municipalities surrounding the Lake have their lakeshore lands included in the Sanitary District. (See map in Appendix.) This equates to approximately 85%, of the estimated 800 total properties with Lake frontage on Big Green Lake, being included in the Sanitary District, with the other 15% being in the City of Green Lake. Generally speaking parcels on both sides of the streets surrounding the Lake are within the District. Municipalities included in the District are the Towns of Brooklyn, Green Lake, Marquette, and Princeton. Currently the District boundary encompasses approximately

2,050 tax parcels—1,400 of these parcels have homes on them and the other 650 parcels are vacant.

Through the years, many built homes and new construction were connected to the system. In 1995 the approximate equalized value of properties in the District was \$195,000,000. By 2001, that value increased to \$430,000,000, accounting for approximately 25% of the County's tax base.

Currently, there are about 1,110 total tax parcels located in the sewered area of the District. Approximately 850 of these parcels contain sewered homes, and about 260 of these parcels are vacant. The treatment plant is currently 75% to 80% at capacity, with no current plans for future expansion.

Parcels within the District that are not connected to the system follow the "Wastewater Management Plan". The Plan stipulates that septic systems must be inspected and pumped at least once every three years. District residents currently pay GLSD a fee per pumping to treat the waste brought to the treatment plant. Non-residents pay a higher fee per pumping. (Resident rates are lower since their tax rates include monies for GLSD.)

Holding tanks within the District are audited annually to verify pumping is being performed. District residents pay GLSD a fee per 1000 gallons of waste brought to the treatment plant while non-residents pay a higher fee.

The District also does well testing and ground water protection. Currently, GLSD provides free test kits, and help when necessary. The property owner sends the kit to the State lab for results. At this point, the District does not have plans to provide a water system.

Parcels located in the Town of Brooklyn outside the Sanitary District are served by private on-site treatment systems. Owners are responsible for periodic pumping and maintenance of their systems. Systems are monitored by the County.

Solid Waste Disposal and Recycling Facilities

Solid waste and recyclables can be delivered to the Town Recycling Center located on Depot Road. The center is open Saturday mornings, and also Monday mornings during the summer. The Town contracts through Waste Management to dispose of the material, as there are no landfills on the site. Residents also have the option of privately contracting with an area waste disposal company to obtain pick-up of their waste and recyclables. Residents inside the Sanitary District have home waste and recycling pick-up provided by the District through Superior Services.

Leaves, brush and yard waste can be delivered to the Green Lake City compost facility located on Lake Steel Street. This service is provided through a cooperative agreement by the Town and the City. The City provides and maintains the site for collection, composting and processing of the material, provides equipment and personnel to push collected materials into piles and load material into trucks to be transported to a solid waste facility. They also provide the brush chipper, provide personnel to manage the site, and secure the operation license for the compost site. The Town provides compost site attendants to assist Town/City residents with proper disposal of material, and to chip and grind the brush. The Town pays for the cost of trucks or spreaders for the removal of material from the collection to the compost site, and pays the City rent for the chipper. Both municipalities attempt to find and locate disposal sites for the collected material.

Water Supply

As the Town does not currently have a municipal water supply, private wells are utilized exclusively throughout the Town. The County tests private wells that are suspect of contamination, and provides a cost-share program for wells which must be abandoned.

Stormwater Management

Green Lake County Land Conservation currently monitors the Town for stormwater management and reviews subdivision plats to ensure compliance with County/State standards. The Town does not contain any curbed streets with storm sewers. As such, the Town's stormwater is handled with open ditches and culverts, subdivision detention and retention ponds, and existing natural drainage ways.

Telecommunications Facilities, Power Generating Plants and Transmission Lines

Currently, there is not any existing or planned power generating plants or transmission lines in the Town.

The Town contains one cell tower, which is privately owned by Charter Communications and located on Princeton Road.

Cemeteries

Bluffton Cemetery is located in the Town at the junction of Highway J and Highway A. The Cemetery is approximately two acres and is owned by the Bluffton Cemetery Association. The Association meets annually in April, and operates with an annual budget of approximately \$2000. (The 2002 expenditures were approximately \$3000 due to necessary tree removal.) The Town of Brooklyn is contributing \$800 per year for maintenance expenses, with other funds coming from lot sales and perpetual care fund interest income. There are currently three board members, with the desire to fill the fourth vacant seat. Bluffton Cemetery is nearing capacity, with only four or five lots available, however, due to funding restraints, land purchases are not anticipated at this time. Future needs include additional land, and a culvert by the main east gate to dissipate water at the entrance.

Dartford Cemetery is located on North Street, in the City of Green Lake, and is co-owned and operated by the City and the Town. The Cemetery is approximately ten acres, and has capacity for the next twenty years. The Dartford Cemetery Association consists of four board members, elected at the annual meeting each January. The operating expenditures for 2001 were \$10,400. Expenditures for 2002 were \$17,600, with the increase largely due to tree removal. The Cemetery receives annual contributions from both the Town and the City—each contributed \$1500 in 2002—and gains other income through lot sales and interest from perpetual care accounts. Future needs include the possibility of black topping the west side drive as rain run-off is a problem. Dartford Cemetery is also in need of more volunteers to fill board member positions.

Health Care Facilities

Health care is readily accessible to Brooklyn residents, with doctors, dentists and pharmaceutical centers located in the Town and within close proximity. Hospitals are also located as close as Ripon, Berlin, Fond du Lac, Oshkosh, Neenah and Madison. Several options for retirement, assisted care facilities and nursing homes are also readily available.

Child and Senior Care Facilities

Day care and senior care providers in the area offer many choices for child and senior care. There are several private facilities located within the general area.

Public Facilities

This sub element contains an inventory of existing public facilities and quasi-public facilities serving the community.

Municipal Offices

The Brooklyn Town Hall is housed in the First National Bank Building which is located at the intersection of STH 23, STH 49 and CTH A in the Town of Brooklyn. As a community service First National Bank donated a community room which is shared jointly by the Town and the Green Lake Country Visitor's Bureau.

The Town moved to this location in September 2002. The Town was previously renting hall space from the American Legion Hall, located on Lake Street in the City of Green Lake.

Police

The Town is served by the Green Lake County Sheriff Department.

Fire

The Town is served by the Brooklyn/Green Lake Fire Department. The Department averages approximately 50 calls per year, with the majority of these calls for vehicular extractions.

The fire department building, located on Commercial Drive in the City of Green Lake, has seven bays (each double depth) along with an office area. The building was built in approximately 1995 and should be adequate to serve the community's needs through the next twenty years.

Brooklyn/Green Lake Fire Department is a volunteer department which currently has 25 members, most of whom fit into the 17 to 24 or the 40 to 55 age brackets. (An additional 5 to 6 members would be beneficial—particularly individuals that would be available during the day.) Members meet weekly, with three meetings a month used for discussion and training and the other week's meeting is used as a work night. Firepersons get paid \$9.50 per hour while at a fire, and \$11.00 for training.

The Fire Commission conducts the Department's business transactions, and consists of three members appointed by the Town Chairman, and three members appointed by the City Mayor. There is an annual operating budget of approximately \$140,000 to \$150,000. Accounting procedures between the Department and the City requires that the Department pay the City a hydrant rental fee (\$65,000). However this fee acts as a "wash" since the City contribution

includes ½ the operating expenses plus the amount of the hydrant rental. In 2002, Brooklyn's half of the Department's operating expenses amounted to \$45,000.

Below is a listing of the equipment the Department possesses/utilizes, along with a brief description of each. Many of these trucks have been purchased used or donated to the Department, then Department personnel retrofitted the trucks to meet Department needs.

- 1997 Chevrolet Extraction Truck – This pick-up truck is equipped with a cutter-spreader (jaws-of-life) and the associated equipment needed to open a vehicle to allow access to the persons inside.
- 1994 Darley Front-line Pumper – This truck has an enclosed 6-person cab, with a automatic diesel engine.
- 1988 Kovatch Pumper Truck – This pumper was retrofitted by fire department personnel to serve the Department's needs.
- 1985 Tanker – This truck was donated by Flash Trucking. It has a Mack tractor and has the capability of extracting water from 35 feet below, and carrying 2300 gallons of water. The truck is easily maneuverable and user friendly.
- 1976 Pierce Pumper Truck – This truck is becoming obsolete. The Department feels it would be beneficial to replace this truck with a tanker. Money was budgeted last year, and will be budgeted again this year to enable replacement of this truck.
- 1969 Equipment Truck – The Department has outgrown the command area, and the equipment is becoming out of date. An updated truck would be more user friendly.
- 1985 Chevrolet 4-wheel Drive – This truck is owned by the DNR, but is available at no charge for the Department to use in fighting grass fires. If the Department no longer utilizes the truck, it will be returned to the DNR.

It is anticipated that two of the above trucks may have to be replaced within the next five to eight years (perhaps with a new tanker, and a 2000 foot hose reel truck), with another truck to be replaced in eight to ten years. Other future needs include necessary equipment to remain compliant with the National Fire Protection Agency (NFPA). Examples of these needs would be self controlled breath apparatuses, clothing gear, and new ladders (if they fail the mandatory safety compliance tests). Safety standard compliance must be maintained to help citizens keep affordable property fire insurance rates, but even more importantly to assure the safety of our fire personnel.

Future goals of the Department include developing more mutual aid possibilities to include determining which equipment should be purchased based in the area's combined resources. For example, Berlin has a tall ladder truck. Due to the few fires in the Brooklyn/Green Lake area that require that equipment, it would be more practical to put our funds toward a tanker or hose reel truck. Brooklyn/Green Lake would get more use out of a hose reel truck than a tall ladder truck, and Berlin would benefit by having a hose reel truck available when needed. Another possibility that should be looked into is the option of charging residents for multiple false alarm calls and chimney fire calls, as the majority of chimney fires could be prevented through chimney cleaning maintenance.

First Responders

The First Responders is also a volunteer organization which is part of the Fire Commission, and therefore, co-operated by the Town of Brooklyn and the City of Green Lake. The First Responders organization was formed in the nineties. Currently they are responding to approximately 180 to 200 calls per year, with the majority of these being medical as opposed to accident related calls.

Last year membership dropped to six members, but through promotional signage and newspaper ads, membership has increased to twelve members who ages range from approximately twenty to fifty years old. New members pay for their instructional classes and get reimbursed after a 6-month probationary period. Members then get paid \$11.00 per hour for meeting time and \$9.50 per hour while on calls. Salaries are included in the Fire Commission's budget.

Equipment and supplies include pagers, radios, oxygen kits, air ways, diagnostic tools, penlights, oral and nasal airways, masks, various bandages and dressings, bag masks, pulse oximeters, defibrillators and office equipment. To date all equipment has been donated by various companies and individuals.

Future needs include about four additional members and equipment for each, more pulse oximeters, and more defibrillators. Mass casualty equipment, such as a backboard with strapping, triage equipment, and a means of getting it to the accident scene would also be helpful. Options should be explored to determine if the Fire Department could assist or if a Department vehicle could be used to get equipment to the scene.

Libraries

Caestecker Library, located on Hill Street in the City of Green Lake, is also co-operated by the Town of Brooklyn and the City of Green Lake. The Library had an operating budget of \$116,236 for the year 2003. Operating expenses are split equally between the City and the Town. The City owns the building (through a donation) so the City handles all the building maintenance (\$2000 in the year 2003).

The Library has approximately 2000 to 2500 cardholders. (Through the Winnefox cooperating library system agreements, some cardholders are from Ripon, Princeton Oshkosh and Berlin libraries.) The Library has approximately 20,000 books, 12,000 audio books on tape or CD, and 2500 video DVDs. A public meeting room is also available for area community groups.

The Library has five part-time employees, including the janitor, with all their salaries set by the Library Board.

Current activities to promote reading include a:

- Children's Summer Reading Program: Last year's program offered guest performances each Monday for the month of July, which included singers, storytellers, a juggler and a Harry Potter magic show. One hundred children completed the entire program (they read one hour per day for a week), which qualified them to fill out a card for a small prize and be entered into a drawing for a larger prize such as a puppet or video. The program has capacity for 250 children. Last year's response was of such that several people had to be turned away.
- Adult Summer Reading Program: Participants choose their own books. For every five books read, they can enter a drawing to receive a book related prize. Last year there were approximately 30 participants. Usually 20 adults enroll.
- Adult Book Discussions: Usually 20 to 30 people enroll in this program.
- Adult Speakers: Collectors speak about their collections. The collections are then featured in the display cases.
- Local Author Speakers: Local authors are invited to highlight their books, after which attendees are given the opportunity to purchase a book and have the authors sign their individual copies.
- Craft Programs: These programs are one night a week. Quilting and basic painting are some of the programs offered in the past.

Schools

The Town of Brooklyn is served by three public school districts—Green Lake Public Schools, Ripon School District, and Berlin Public Schools. While the boundaries are irregular, generally speaking Green Lake District extends north of the Inlet and north of the lakeshore to Highway J. (Some parcels are also located north of Highway J while a few south of Highway J are not included.) Ripon District begins at the eastern edge of the Green Lake District, serving residents to the Town's eastern boundary. Berlin District begins at the northern edge of Green Lake District, serving the residents in the northern area of the Town.

Green Lake Public Schools has an annual operating budget of \$4,700,000. In 2003, approximately \$2,000,000 of the budget was collected from residents in the Town of Brooklyn. A referendum for \$1,700,000 was also approved in October 2001 to add a wing for music, renovate the lunchroom into instructional space, upgrade the electrical system, install a new boiler, renovate lockers, make the school ADA compliant by adding a chair lift, and install a keyless entry system. The collection of referendum dollars took place in 2002 and 2003. Possible future needs include roof work, and the addition of a fitness center (projected cost of \$80,000). Long term needs (15 to 20 years from now) may include a new school or major school renovation.

The following table shows the past total student membership for Green Lake Public Schools. Future enrollment remains constant with a slight decline from the past.

Green Lake Public School's Past Total Student Membership

School Year	Total Student Membership
1995 - 1996	413
1996 - 1997	427
1997 - 1998	411
1998 - 1999	395
1999 - 2000	389
2000 - 2001	375
2001 - 2002	384
2002 - 2003	378

Source: Green Lake Public Schools

Green Lake Public School's Projected Total Student Membership

School Year	Total Student Membership
2003 - 2004	375
2004 - 2005	373
2005 - 2006	367
2006 - 2007	365
2007 - 2008	367
2008 - 2009	365
2009 - 2010	365

Source: Green Lake Public Schools

Ripon School District has an annual operating budget of \$20,686,000. In 2003, approximately \$157,900 of the budget was collected from residents the Town of Brooklyn. A

referendum for 1.0 million dollars, to be collected over the next ten years, was also approved in April 2003 to refurbish the boiler at the middle school. No other major future needs are anticipated at this time.

The following table shows the past total student membership for Ripon School District. Future enrollment remains constant with slight growth from the past.

Ripon School District's Past Total Student Membership

School Year	Total Student Membership
1995 - 1996	1638
1996 - 1997	1657
1997 - 1998	1628
1998 - 1999	1594
1999 - 2000	1562
2000 - 2001	1599
2001 - 2002	1617
2002 - 2003	1642

Source: Ripon School District

Ripon School District's Projected Total Student Membership

School Year	Total Student Membership
2003 - 2004	1669
2004 - 2005	1720
2005 - 2006	1745
2006 - 2007	1783
2007 - 2008	1818

Source: Ripon School District

Berlin Public Schools has an annual operating budget of \$16,000,000. Brooklyn properties comprised approximately 11% of the of the District's evaluation in 2003. No capital expenditures are currently occurring. Possible future needs include a renovation of the Middle School's boiler system and the addition of outdoor green space.

The following table shows the past total student membership for Berlin Public Schools. Future enrollment remains constant with a slight decline from the past.

Berlin Public School's Past Total Student Membership

School Year	Total Student Membership
1995 - 1996	1749
1996 - 1997	1767
1997 - 1998	1775
1998 - 1999	1852
1999 - 2000	1778
2000 - 2001	1780
2001 - 2002	1769
2002 - 2003	1712

Source: Berlin Public Schools

Berlin Public School's Projected Total Student Membership

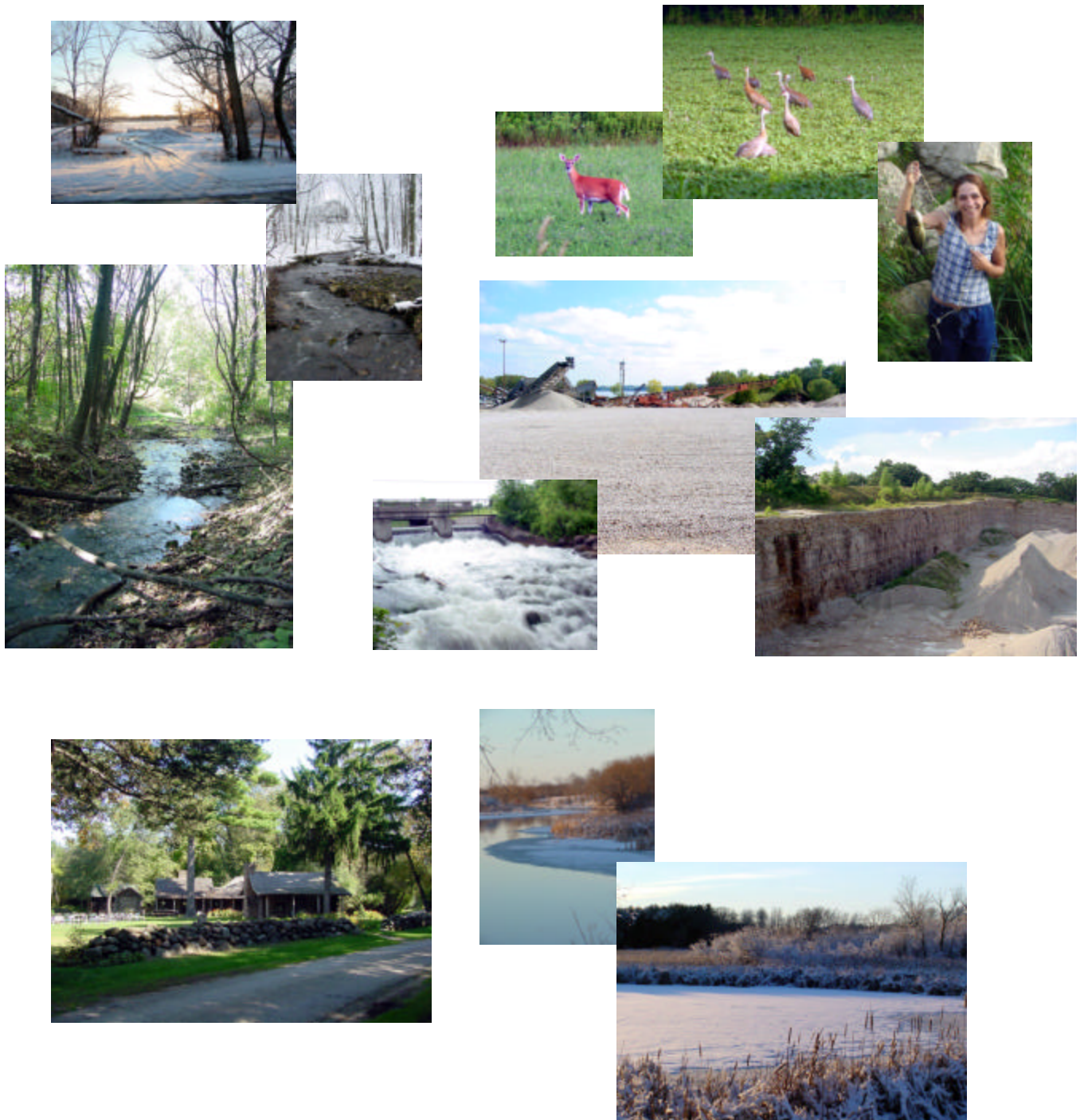
School Year	Total Student Membership
2003 - 2004	1700
2004 - 2005	1686
2005 - 2006	1689
2006 - 2007	1670
2007 - 2008	1682
2008 - 2009	1556
2009 - 2010	1660

Source: *Berlin Public Schools*

Residents also have the option of sending their children to one of several parochial schools in the area.

Options for college and technical school enrollment in the area include Moraine Park Technical College, the University of WI in Fond du Lac, the University of WI in Oshkosh, Marian College in Fond du Lac and Ripon College.

Natural & Cultural Resources



AGRICULTURAL, NATURAL AND CULTURAL RESOURCES

Element Introduction

The Agricultural, Natural and Cultural Resources element contains a compilation of objectives, policies, goals, maps and programs for the conservation, and promotion of the effective management of natural resources. Natural resources include such entities as groundwater, forests, productive agricultural areas, environmentally sensitive areas, threatened and endangered species, stream corridors, surface water, floodplains, wetlands, wildlife habitat, metallic and non-metallic mineral resources, parks, open spaces, historical and cultural resources, community design, and recreational resources.

There are a number of environmental resources and constraints that could impact development and future land use decisions. Knowing where environmental constraints are located can be vital when evaluating development proposals, subdivisions and utilities. Conservation of environmental resources is important so efforts should be undertaken to preserve environmentally sensitive areas and resources. Environmentally sensitive areas may be maintained under both private and public ownership.

Goals and Objectives

Goal: Preserve and protect existing environmentally sensitive areas and natural resources within the Town.

- Construction should be avoided in environmentally sensitive areas.
- Avoid “Pyramiding” development around the Lake.
- Limit development of condos and apartments on the Lake to reduce multi-pier usage.
- Encourage the County to amend the Shoreland Ordinance, with the purpose of placing more stringent restrictions on removal of shore cover.
- Protect our water resources from harmful recreational use and detrimental agricultural practices.
- Partner with the DNR to implement conservation procedures and goals. Support conservation options and incentives for developers.
- Encourage environmentally friendly developments that will not cause pollution to our Lake or wetlands.
- Necessitate sound storm water runoff control, the use of detention ponds in new subdivisions and compliance with County and State erosion regulations.
- Curtail non-point pollution sources by educating the public on the detrimental effects of excessive lawn fertilization.

Goal: Preserve and protect our soil and groundwater quality.

- Encourage proper agricultural techniques to prevent sediment erosion and nutrient run-off.
- Enact an Ordinance prohibiting the use of holding tanks on new construction.
- Remain informed and comply with all future laws on proper waste disposal.
- Educate and work with local farmers to limit soil erosion and nutrient run-off.
- Educate and work with residents to limit excessive use of fertilizers and pesticides.
- Avoid construction in environmentally sensitive areas.

Goal: Preserve our agricultural lands.

- Encourage farmable open land areas to be used for agricultural purposes.
- Support the family farms.
- Team with intergovernmental groups to encourage no-till farming.
- Encourage the preservation of farmland as a type of open space.
- Encourage compact development that is adjacent to existing urbanized areas.
- Encourage development in non-prime agricultural areas.
- Encourage infill development within existing populated areas as opposed to building on open space farmland.
- Educate residents, landowners and developers on the increased cost of services to lots outside of the existing community.

Goal: Protect our rural character, agricultural landscape and scenic vistas so residents and visitors can enjoy the beautiful rural scenery, rolling hills and wooded areas.

- Encourage compact development that is adjacent to existing urbanized areas.
- Support construction that minimizes the impact on existing wooded areas and their vistas.
- Plan and zone as much as possible to preserve our fields, wooded lands and rural scenery as open space.
- Plan new developments with rural roads and ditches as opposed to curbed streets with stormwater drains.

Goal: Preserve our cultural and historical amenities.

- Preserve our Indian camp sites and burial mounds.

Groundwater

Groundwater is an important resource for the Town and performs several important functions. Groundwater is the source of water for private wells throughout the Town. High groundwater and natural springs within the Town create limitations on development and septic systems. General depths to the water table are identified as related to the soils in Table A-1.

Aquifers are water-bearing rocks or rock formations that allow underground water to flow through them. The groundwater supply is replenished where aquifers approach the surface and surface water seeps into the aquifers and recharges the groundwater. Areas where the groundwater is replenished are generally called recharge areas and should be protected by the Town. Contamination of recharge areas due to failing septic systems or hazardous chemicals can have a major impact on the quality of groundwater in the region. Urban development within the recharge areas can also impact the groundwater due to reduced infiltration rates, impermeable surfaces and increased pollutant (for example, oil from parking lots and roads).

Brooklyn has taken a proactive approach to protecting the Town's valuable groundwater supply. Board and Plan Commission members realize that care must be taken to maintain the existing and future recharge areas and to ensure that future contamination does not occur. Future land use development areas, (See Future Land Use Map in the Appendix) were designated in areas that will minimize impacts on the environment and curtail the contamination of the groundwater. The Town has recently turned down requests to change land use designations, and denied subdivision requests in areas that appear as if they will most likely cause harm. During the creation of this Plan, the Town took further action to curb

groundwater and Lake contamination by enacting an ordinance to prohibit the use of holding tanks on new construction.

The County and the Green Lake Sanitary District have also been taking steps to protect the groundwater through private well testing. If contamination is detected, further investigation would identify the source of the pollution, so steps can be taken to eliminate the causes.

Soils

Soil conditions in Brooklyn have had a major impact on development trends. The Soil Conservation Service completed a detailed soil survey in 1977 entitled *Soil Survey of Green Lake County, Wisconsin* in 1977. Table A-1 below is a summary chart of the severe soils located within the Town, along with the soils compatibility for site development. The "Soils Map" in the Appendix shows the general location of each soil type. Refer to the *Soil Survey of Green Lake County, Wisconsin* for additional information regarding soils and limiting factors. It must be noted that this is information used for general planning purposes only. Further research and perk tests must be performed prior to any building construction.

Brooklyn Soils (severe only)
Table A-1

Map Symbol	Soil Name	Surface Texture	Slope Range (in percent)	Seasonal Water Table Depth (in feet)	Soil Compatibility for Site Development		
					Septic Tank Absorption Field	Dwellings with Basements	Local Roads and Streets
Ad	Adrian	Muck	Nearly level	0 – 1 *	Very Severe: high water table; frequent flooding.	Very Severe: high water table; frequent flooding; susceptible to frost action.	Very Severe: high water table; susceptible to frost action; low strength in organic material.
An	Alluvial land, wet	**	Nearly level	**	Severe: High water table; frequent flooding.	Severe: High water table; frequent flooding.	Severe: High water table; frequent flooding; loamy areas highly susceptible to frost action.
Bb	Barry	Loam, Clay loam, Sandy loam, Gravelly loamy sand	Nearly level	² 0-1	Severe: High water table; frequent flooding.	Severe: High water table; stones.	Severe: High water table; susceptible to frost action; stones.
BrB	Brems	Loamy fine sand, Fine sand, Sand	0-6	2-3	Severe: Seasonal high water table.	Severe: High water table.	Slight

Map Symbol	Soil Name	Surface Texture	Slope Range (in percent)	Seasonal Water Table Depth (in feet)	Soil Compatibility for Site Development		
					Septic Tank Absorption Field	Dwellings with Basements	Local Roads and Streets
BsA, BsB	Briggsville	Silt loam, Silty clay, Silty clay loam, silty clay and clay	0-2	3->5	Severe: Moderately slow permeability; seasonal high water table in places.	Severe: High shrink-swell potential; medium to low shear strength.	Severe: High shrink-swell potential.
Co	Colwood	Silt loam, Heavy loam, Silt loam, silt, fine sand and very fine sand	Nearly level	² 0-1	Severe: High water table; frequent flooding.	Severe: High water table; frequent flooding; medium shear strength to low shear strength.	Severe: High water table; highly susceptible to frost action; medium shear strength to low shear strength.
Ed	Edwards	Muck, Marl	Nearly level	² 0-1	Very severe: High water table; frequent flooding.	Very severe: High water table; frequent flooding; susceptible to frost action; low strength.	Very severe: High water table; susceptible to frost action; low strength in organic material.
Gf	Granby	Loamy fine sand, Fine sand	Nearly level	² 0-1	Severe: High water table; rapid permeability; frequent flooding.	Severe: High water table; frequent flooding.	Severe: High water table; frequent flooding.
GhA	Granby, loamy subsoil variant	Loamy fine sand, Fine sand, Sandy loam	0-3	² 0-1	Severe: High water table; rapid permeability in the upper part and moderate permeability in the lower part; frequent flooding.	Severe: High water table; frequent flooding.	Severe: High water table; frequent flooding.
GkA	Granby, clayey subsoil variant	Loamy fine sand, Fine sand, Silty clay	0-3	² 0-1	Severe: High water table; rapid permeability in the lower part and moderate permeability in the lower part; frequent flooding.	Severe: High water table; frequent flooding.	Severe: High water table; frequent flooding.

Map Symbol	Soil Name	Surface Texture	Slope Range (in percent)	Seasonal Water Table Depth (in feet)	Soil Compatibility for Site Development		
					Septic Tank Absorption Field	Dwellings with Basements	Local Roads and Streets
Ho	Houghton	Muck	Nearly level	² 0-1	Very severe: High water table; frequent flooding.	Very severe: High water table; frequent flooding; susceptible to frost action.	Very severe: High water table; susceptible to frost action; low strength in organic material.
JoA	Joy	Silt loam	0-3	² 1-3	Severe: Seasonal high water table; ponding.	Severe: Seasonal high water table.	Severe: Seasonal high water table; susceptible to frost action.
KbA	Kibbie	Loam, Clay loam, Silt loam, silt and very fine sand	0-3	² 1-3	Severe: Seasonal high water table; ponding.	Severe: Seasonal high water table; medium shear strength to low shear strength.	Severe: Seasonal high water table; susceptible to frost action.
MaA	Manawa	Silt loam, Clay, Silty clay loam	0-3	² 1-3	Severe: Seasonal high water table; slow permeability; occasional flooding.	Severe: Seasonal high water table; high shrink-swell potential; occasional flooding.	Severe: Seasonal high water table; occasional flooding; high shrink-swell-potential; susceptible to frost action.
McA	Marcellon	Loam, Clay loam, Gravelly sandy loam	0-3	² 1-3	Severe: Seasonal high water table; occasional flooding.	Severe: Seasonal high water table; occasional flooding; stones.	Severe: Seasonal high water table; occasional flooding; susceptible to frost action.
Mf	Marsh	**	Nearly level	² 0-1	Very severe: High water table; frequent flooding.	Very severe: High water table; frequent flooding.	Very severe: High water table; frequent flooding.
Mh	Mashan	Silt loam, Loam, Sand	Nearly level	² 0-1	Severe: High water table; flooding common	Severe: High water table; flooding common; sidewall instability.	Severe: High water table; susceptible to frost action; flooding common.
Os	Ossian	Silt loam	Nearly level	² 0-1	Severe: High water table; frequent flooding.	Severe: High water table; frequent flooding.	Severe: High water table; frequent flooding; susceptible to frost action.

Map Symbol	Soil Name	Surface Texture	Slope Range (in percent)	Seasonal Water Table Depth (in feet)	Soil Compatibility for Site Development		
					Dwellings with Basements	Dwellings with Basements	Dwellings with Basements
Pa	Palms	Muck, Clay loam, Sandy loam, Silty clay loam	Nearly level	² 0-1	Very severe: High water table; frequent flooding.	Very severe: High water table; frequent flooding; susceptible to frost action.	Very severe: High water table; susceptible to frost action; low strength in organic material.
Pr	Poy	Silty clay loam, Clay and silty clay, Fine sand	Nearly level	² 0-1	Severe: High water table; frequent flooding.	Severe: High water table; high shrink-swell potential; frequent flooding.	Severe: High water table; high shrink-swell potential; susceptible to frost action; medium shear strength to low shear strength.
Py	Poygan	Silty clay loam, Clay, Silty clay	Nearly level	² 0-1	Severe: High water table; frequent flooding.	Severe: High water table; high shrink-swell potential; frequent flooding.	Severe: High water table; high shrink-swell potential; susceptible to frost action; medium shear strength to low shear strength.
ReB	Ripon	Silt loam, Silty clay loam, Dolomite	1-6	>5	Severe: Fractured dolomite bedrock at a depth of 20 to 40 inches.	Severe: Dolomite bedrock near the surface.	Severe: Susceptible to frost action; dolomite bedrock near the surface.
RhB2, RhC2, RhD2	Ritchey	Silt loam, Gravelly clay loam, Dolomite.	2-6	>5	Severe: Fractured dolomite bedrock at a depth of 20 to 40 inches; slope.	Severe: Dolomite bedrock near the surface.	Severe: Susceptible to frost action; dolomite bedrock near the surface.
RkE	Rock land and Ritchey	**	6-45	>5	Severe: Fractured dolomite bedrock at or near the surface; slope.	Severe: Dolomite bedrock at or near the surface; slope.	Severe: Dolomite bedrock at or near the surface; slope.
Ro	Rock outcrop	**	Moderately steep to very steep	>5	Severe: Igneous bedrock at the surface; slope.	Severe: Igneous bedrock at the surface; slope.	Severe: Igneous bedrock at the surface; slope.

Map Symbol	Soil Name	Surface Texture	Slope Range (in percent)	Seasonal Water Table Depth (in feet)	Soil Compatibility for Site Development		
					Dwellings with Basements	Dwellings with Basements	Dwellings with Basements
TuB	Tustin	Loamy fine sand, Fine sand, Clay, Silty clay	1-6	3->5	Severe: Rapid permeability in upper part of subsoil; slow permeability in lower part of subsoil and in substratum.	Severe: High shrink-swell potential in substratum.	Slight
UrB, UrC2, UrD2	Urne	Loamy fine sand, Fine sandy loam, Sandstone	2-6	>5	Severe: Weakly cemented sandstone at a depth of 20 to 40 inches; moderately rapid permeability.	Moderate where slope is 2 to 12 percent, severe where slope is more than 12 percent: Weakly cemented sandstone bedrock at a depth of 20 to 40 inches.	Moderate where slope is 2 to 12 percent, severe where slope is more than 12 percent: Weakly cemented sandstone bedrock at a depth of 20 to 40 inches.
We	Willette	Muck, Clay	Nearly level	² 0-1	Very severe: High water table; frequent flooding.	Very severe: High water table; frequent flooding; susceptible to frost action.	Very severe: High water table; susceptible to frost action; low strength in organic material.
ZtA	Zittau	Silty clay loam, Clay, Clay loam, Loamy fine sand, Fine sand	0-3	² 1-3	Severe: Seasonal high water table; slow permeability in subsoil; occasional flooding.	Severe: Seasonal high water table; high shrink-swell potential; occasional flooding.	Severe: Seasonal high water table; susceptible to frost action; high-shrink-swell potential; medium shear strength to low shear strength.

* Soils are subject to flooding, ponding, or occasional flooding of short duration.

** Soils too variable to be rated.

² Source of dolomite limestone for crushing.

Source: Soil Survey of Green Lake County, Wisconsin 1977

Topography

Topography in the Town varies from somewhat level areas to rolling hills and steep slopes. (See the Topography Map in the Appendix.) Slopes should be considered in land planning due to the constraints they pose and the environmental impacts associated with topography alteration. Slopes under 12% usually are well suited for most development types. The

slopes are generally well drained, have minor grade problems and erosion of exposed soil can be minimized. Slopes from 12% to 18% may begin to experience construction problems or pose limitations on development. Grades may be too steep for vehicular use, and removal of the topsoil or disturbing topsoil and exposing areas may lead to erosion if erosion control measures are not in place. Types of development and architectural style may also have to be modified to accommodate the slope. Slopes greater than 18% are generally unsuitable for development and should be maintained in their undisturbed natural state.

Forest Areas

Wisconsin has approximately 16 million acres of forest land which significantly contribute to the quality of life in our state. Wisconsin's forests are important for their environmental, social and economic values. Nearly 70% of the forest land in Wisconsin is in private ownership. The largest portion of this privately owned land (57%) is owned by families and individuals as opposed to large corporations.

While Brooklyn does not contain any areas designated as State or County Forests, woodlands are scattered throughout the Town and provide social and environmental benefits. According to Property Assessment records, approximately 8.9% of the land is used as productive forest lands. Through future agricultural land use designations, the Town is attempting to preserve these amenities.

Through the Managed Forest Law (MFL), administered by the DNR, landowners can receive tax incentives, while receiving guidance on managing their forestry lands for future harvest. Landowners have the option of choosing a 25 or 50 year contract period. Criteria for eligibility include:

- At least 10 acres of contiguous forest land located in the Town taxing unit must be enrolled.
- At least 80% of the land must have a minimum productive capacity of 10 cubic feet of timber per acre in a year.
- The land must have a minimum 80% forest cover, with an average width of 120 feet.

The Managed Forest Law protects sensitive and unique ecosystems and encourages management of other areas for commercial forest crops. A balance is therefore obtained by recognizing property owner's rights as well as society's needs for a variety of products from the forest. More information can be obtained through the DNR Foresters' office in Montello.

Agriculture Areas

Within comprehensive planning, agricultural preservation is often a sensitive balance between preserving the "prime" agricultural lands, family farms and rural life style choice versus the changes in farms, scattered urban development, the rising land values, and the encroachment of homes which form an urbanized area. The issue of farmland preservation is also closely tied to urban and rural development patterns, increased nuisance complaints against farms, premature idling of farmland, soil loss, and the inherent conflicts between "urban" and "rural" areas. As more residents move to the country and a rural lifestyle, the complaints increase against farmers for noise, smells, lights, etc.

Losing farms and farmland is a national concern. Research in Wisconsin and other states suggests farm and farmland losses are the result of economic pressures within agriculture and competition of agriculture lands from residential development. According to the 1997

Census of Agriculture County Profile, the following changes took place in Green Lake County between 1992 and 1997:

- The amount of farmland in the County decreased 18%.
- The average farm size decreased from 231 acres in 1992 to 230 acres in 1997.
- The number of full time farms decreased 29%, from 473 farms in 1992 to 338 farms in 1997.
- The market value of agricultural products sold decreased 19%. Crop sales accounted for 37% of the market value. Livestock sales accounted for 63% of the market value.
- The market value of agricultural products sold on the average farm decreased 2% from \$79,431 in 1992 to \$77,493 in 1997.

According to the Wisconsin Agricultural Statistics section of the Department of Agriculture, in 2001 Green Lake County:

- Harvested 14,600 acres of alfalfa hay, producing 57,800 tons of hay.
- Harvested 5,400 acres of corn for silage, producing 73,500 tons of silage.
- Harvested 40,300 acres of corn for grain, producing 5,183,000 bushels of grain.
- The County was home to 26,000 cattle and calves.
- There were 129 dairy herds in Green Lake County in 2002. (The State had a total of 17,314 dairy herds. This figure is down from 22,311 herds in 1998.)
- In 2001, there were 8 agricultural land sales in the County. Five of these sales entailed 229 total acres which were kept in agricultural use. The average land sale price was \$1,777 per acre. Three of the sales (107 acres total) entailed land which was diverted to other uses. This land sold for \$2,175 per acre.

According to the Property Assessment Records, the majority of land (58%) in the Town of Brooklyn is used as Agricultural Land. According to the County-wide Survey, 85% of the respondents “strongly agreed” (49%) or “agreed” (36%) that protecting the agricultural land is important. This position was also taken by the Plan Commission in the creation of the Town of Brooklyn’s Goals and Objectives, and future land use designations. (See the Future Land Use Map in the Appendix.)

Environmentally Sensitive Areas

The Wisconsin Environmental Policy Act (WEPA), is a State law designed to encourage environmentally sensitive decision-making by state agencies. Signed into law in 1972, WEPA spells out the state’s environmental policy and requires the DNR and other state agencies to consider the environmental effects of their actions *to the extent possible* under their other statutory authorities. While this law does not apply to local government decisions, local projects involving State financial assistance or regulatory oversight are affected by it. Examples of how this legislation affects Brooklyn would include restricting the number of piers on the Lake, and the path of the STH 23 reconstruction project.

Brooklyn’s future land use development areas, (See Future Land Use Map, and the Wetlands Map in the Appendix.) were designated in areas that will minimize impacts on the environment and protect environmentally sensitive areas. The Town does not grant requests that appear to pose excessive threats to environmentally sensitive areas.

Threatened and Endangered Species

The Wisconsin Department of Natural Resources oversees threatened and endangered species in Wisconsin. An “endangered species” is defined by the DNR to mean that the species is in danger of becoming extinct. A “threatened species” is in slightly better shape, but still there is a chance of becoming endangered. The DNR defined them as any species which appears likely, within the foreseeable future, on the basis of scientific evidence to become endangered. A species of “special concern” is a species for which some problem of abundance or distribution is suspected but not yet proven.

Wisconsin law prohibits the “taking” of any plant or animal listed as endangered or threatened, regardless of property ownership. Taking is defined as the act of killing, harming, collecting, capturing, or harassing a member of a protected species. For plants, taking is prohibited only on public property. However, taking of listed plants is not prohibited if it occurs in the course of forestry, agriculture, or utility practices. Table A-2 below shows the listing of endangered species that currently exist in Green Lake County. Other species could be added to the list in the future. Notice that Wisconsin is home to one species that is listed on the Federal Endangered Species list—the Karner Blue Butterfly.

Table A-2
Endangered Species Located in Green Lake County

Group	Common Name	Status
BIRD	HENSLOW'S SPARROW	THREATENED
BIRD	GRASSHOPPER SPARROW	SPECIAL CONCERN
BIRD	CERULEAN WARBLER	THREATENED
BIRD	ACADIAN FLYCATCHER	THREATENED
BIRD	MERLIN	SPECIAL CONCERN
BIRD	GREATER PRAIRIE-CHICKEN	THREATENED
BIRD	BELL'S VIREO	THREATENED
BIRD	RED-SHOULDERED HAWK	THREATENED
BIRD	BLACK-CROWNED NIGHT-HERON	SPECIAL CONCERN
BIRD	OSPREY	THREATENED
BIRD	RED-NECKED GREBE	ENDANGERED
BIRD	FORSTER'S TERN	ENDANGERED
BUTTERFLY	KARNER BLUE BUTTERFLY *	SPECIAL CONCERN
BUTTERFLY	BROAD-WINGED SKIPPER	SPECIAL CONCERN
BUTTERFLY	TWO-SPOTTED SKIPPER	SPECIAL CONCERN
BUTTERFLY	POWESHEIK SKIPPERLING	ENDANGERED
FISH	LAKE STURGEON	SPECIAL CONCERN
FISH	REDSIDE DACE	SPECIAL CONCERN
FISH	LAKE HERRING	SPECIAL CONCERN
FISH	LAKE CHUBSUCKER	SPECIAL CONCERN
FISH	LEAST DARTER	SPECIAL CONCERN
FISH	WEED SHINER	SPECIAL CONCERN
INVERTEBRATE	ROUND PIGTOE	SPECIAL CONCERN
INVERTEBRATE	BUCKHORN	THREATENED
LEAFHOPPER	RED-TAILED PRAIRIE LEAFHOPPER	ENDANGERED
MOTH	AN OWLET MOTH	SPECIAL CONCERN
MOTH	NEWMAN'S BROCADE	SPECIAL CONCERN
MOTH	LIATRIS BORER MOTH	SPECIAL CONCERN
PLANT	SOFT-LEAF MUHLY	ENDANGERED
PLANT	BRITTLE PRICKLY-PEAR	THREATENED
PLANT	BRITTLE PRICKLY-PEAR	THREATENED
PLANT	PALE GREEN ORCHID	THREATENED
PLANT	PRAIRIE PARSLEY	THREATENED
PLANT	LAKE-CRESS	ENDANGERED
PLANT	SLIM-STEM SMALL-REEDGRASS	SPECIAL CONCERN
PLANT	SMALL WHITE LADY'S-SLIPPER	THREATENED
PLANT	ROBBINS SPIKERUSH	SPECIAL CONCERN
PLANT	DOWNY WILLOW-HERB	SPECIAL CONCERN
PLANT	LESSER FRINGED GENTIAN	SPECIAL CONCERN
PLANT	VIRGINIA MEADOW-BEAUTY	SPECIAL CONCERN
PLANT	TUSsock BULRUSH	ENDANGERED
PLANT	WHIP NUTRUSH	SPECIAL CONCERN
PLANT	LOW NUTRUSH	SPECIAL CONCERN
PLANT	STICKY FALSE-ASPHODEL	THREATENED
PLANT	STICKY FALSE-ASPHODEL	THREATENED
PLANT	COMMON BOG ARROW-GRASS	SPECIAL CONCERN
PLANT	SLENDER BOG ARROW-GRASS	SPECIAL CONCERN
PLANT	QUEEN SNAKE	ENDANGERED
PLANT	BLANDING'S TURTLE	THREATENED

* Item is on both the State and Federal list of endangered species.

Source: Wisconsin Natural Heritage Inventory (NHI), Wisconsin DNR

Surface Water and Wetlands

Green Lake, the Inlet, Silver Creek, Dakin Creek, White Creek and the Puchyan River are located within or on the boundaries of the Town. Green Lake is nearly 7 1/2 miles in length and is approximately 2 miles wide at its greatest width. It is the deepest lake in the State, with its maximum depth recorded at 237 feet. Green Lake occupies much of Brooklyn's southern boundary, with the Inlet, Silver Creek, Dakin Creek, and White Creek located in the southeastern area of the Town. The Puchyan River runs through the central area of the Town and stretches through the northwest portion of the Town.

Wetlands are areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient enough to support a prevalence of gestation typically adopted for life in saturated conditions. Wetlands vary greatly in size and may include swamps, marshes, bogs, and other similar areas. Wetlands provide numerous benefits to the environment and quality of surface and groundwater. Wetlands assist in improving water quality, reducing runoff and sedimentation, providing areas for floodwater storage, and providing areas for wildlife and aquatic plants and animals.

As can be seen in the Wetland Map in the Appendix, wetlands are scattered throughout the Town. Most of these wetlands are located along the shores of the Puchyan River, the Inlet and Silver Creek areas, and adjacent to Dakin and White Creek. Other wetlands are located in the area northeast of the intersection of STH 23, STH 49 and CTH A. Others are in the general area south of the Inlet, between Skunk Hollow Road and Dakin Creek. Another large portion of wetlands lay in the west central area of the Town in the Princeton Road area. Additional scattered areas are located throughout the Town.

The DNR regulates construction activities in wetland areas. The Town is also cognizant to the damage that could be caused by disturbing these areas or allowing construction too close to these areas. As can be seen on the Future Land Use Map in the Appendix, future land use designations have taken these factors into account.

Wildlife Habitat

The Town is home to a wide variety of quality wildlife, fish and birds. Some of this wildlife includes wild turkey, deer, cranes, fox, coyotes, trout and bluegill. Generally the area is comprised of woodlands, marsh areas, and agricultural lands. Good wildlife habitat areas generally consist of areas with significant vegetation, wetland areas and areas that generally have limited disturbance. Areas of quality wildlife habitat are located throughout the Town. Development has occurred in and around these areas. Efforts should be made to develop around these areas and care should be given to preserve the natural areas and recognize the aesthetic benefits. Small lot residential development should be discouraged in agricultural and natural areas to preserve the wildlife habitat. The Town is currently very careful to not allow spot development in open lands which will encroach on natural areas and ultimately destroy the area's ability to attract wildlife.

Metallic and Nonmetallic Mineral Resources

Throughout Wisconsin there are abundant mineral resources. Mineral resources are either categorized as non-metallic (sand, gravel, and limestone) or metallic (copper, zinc, iron, lead and gold.). Non-metallic mines generally provide sand, gravel and crushed stone for

construction, road building and road maintenance. Currently three non-metallic mines exist in the Town. Two of the mines are operated by the Kopplin Kinas Co. Inc. One of the mines is located in the southwest area of the Town on CTH T. The other Kopplin Kinas mine is located in the northeast part of the Town on McConnell Road. Material is being extracted at this site. The third mine is operated by Badger Mining Corporation. The mine is located in the west central area of the Town, on St. Marie Road.

The DNR oversees non-metallic mining at the State level and the County oversees operations at the local level. Mines in Green Lake County are operated under a Conditional Use Permit. The County has a Non-metallic Mining Ordinance in place at this time to handle operations and reclamation procedures.

Historic and Cultural Resources

The Winnebago Indians were the first to settle the area; the white man didn't settle the area until about 1835. The shores of Green Lake provided a desirable area to live due to the abundance of food. The Lake provided fish and the fertile soil of the prairies enabled the natives to raise corn. The oak forests yielded large quantities of acorns and maple trees provided maple sugar.

Archaeological material was collected by resident S. D. Mitchell in the Mitchell Glen area. The collection includes stone implements (celts, grooved axes, hammers, adzes gouges, chisels, spuds, pestles and mortars, spades, grinding stones, pottery smoothers, pendants, pipes, arrow and spear points, scrapers, knives and beads.) There were also copper implements which included awls, fishhooks and beads, axes, knives and chisels. Decorative pottery vessels, ornaments and ceremonial articles have also been found in the area. These artifacts indicate that the sites were once inhabited by the Indians, and these sites should be protected as part of our cultural heritage. In 1904, in response to a request made by the Wisconsin Archeological Society, Mr. Mitchell and Charles Brown conducted the necessary field work for the preparation of a preliminary report and map of the Indian earthworks and other remains on the eastern and southern shores of Green Lake. As some of the Indian evidences about the Lake were already being defaced or destroyed, a very considerable amount of information which would otherwise have been lost, was preserved. Mr. Mitchell's collection of artifacts is currently open for public viewing at the Oshkosh Public Museum. The maps and other archaeological historic written materials can be viewed at the Historical Museum in Madison.

In 1917, Charles E. Brown authored Vol. 16 of *The Wisconsin Archeologist, The Antiquities of Green Lake*, which was published by the Wisconsin Archeological Society. This document offers a wealth of information, only a portion of which was summarized above.

It is unlawful to destroy or disturb any burial sites in the State of Wisconsin under State Statute 157.70. The statute is the result of a State-wide effort to inventory, catalogue, and protect all known historic burial sites in Wisconsin. Any person who, without authorization intentionally disturbs a site, even if it is not cataloged with the State is also liable for damages or other appropriate relief to persons with an interest in preserving the site, attorney fees, and a fine. A person who fails to report the disturbance of a burial site or the cataloged land contiguous to a cataloged burial site will be required to pay a fine. Any person who disturbs the burial site for commercial gain could be fined up to twice the gross values gained or twice the gross loss caused by the disturbance, whichever is greater, plus costs associated with prosecuting, and could be subject to one year in prison.

Several Indian mounds and camp sites have been documented in the Town of Brooklyn. Exact locations of these sites are not disclosed in this document in order to protect the sites.

Some of these include:

- Silver Creek Mounds
- Sugar Island Camp Site
- Silver Creek Camp Site
- Dakin Creek Camp Site
- Military Road Mounds
- Glen Creek Camp Site and Mound
- Glen Creek Caches
- Dakin Creek Caches
- Steele Caches
- Powell Creek Caches
- Crook Village Site and Mounds
- Mitchell Effigy
- Green Lake Prairie Village

Sites which are “catalogued” by the State Historical Society of Wisconsin are subject to a property tax exemption for catalogued sites (State Statute 70.11 (13)). A number of property owners in Brooklyn might qualify for this exemption, however, at present only three properties are catalogued. The “Notice of Location of Catalogued Burial Site” document lists the locations as follows:

Sugar Loaf Mounds This conical mound of 1098 square feet is on a parcel of land being part of Lot 15, Block C of the Plat of “Norton’s Sugar Loaf”, located in part of Government Lot 1 of Section 2, Town 15 North, Range 12 East, Town of Brooklyn, Green Lake County, Wisconsin; being more particularly described in the Office of the Register of Deeds in Vol. 510, page 673.

(a portion of the) Terrace Beach Mounds This conical mound extends across the boundary between two separate parcels of land, being 1216 square feet located on Lot 1 of Certified Survey Map No. 1562 and 816 square feet located on Lot 2 of Certified Survey Map No. 1562, both being part of Government Lot 3 of Section 27, Town 16 North, Range 13 East, Town of Brooklyn, Green Lake County, Wisconsin; being more particularly described in the Office of the Register of Deeds in Vol. 501, page 341.

Other local history can be viewed at the museum and the archive/exhibit building operated by the Dartford Historical Society. The Society strives to preserve, exhibit and research the Green Lake Area—particularly the Town of Brooklyn and the City of Green Lake.

Parks and Open Spaces

The Town of Brooklyn does not currently own or operate any parks. However, two County parks are located within the Town. Sunset Park is located near the Inlet along County Highway A, and Zobel Memorial County Park is located at the intersection of Highways 49 and J. These parks, along with other area parks, Green Lake and the Inlet waterways offer residents a multitude of recreational options.

In the future, the Town should consider the addition of bicycle/pedestrian paths to be included in new developments. Through ongoing discussions with the City of Green Lake, these “rural parks” could connect with the City and offer both Town and City residents a pleasurable way to enjoy the environment while taking care of one’s own physical needs.

Community Design

It is important for every community to grow and progress. However this “progress” must be planned so development occurs in areas that will benefit the community, with only a minimal impact on the community’s open space and natural resources. While large-scale haphazard development appears to create an economic boom in the short-run, it degrades a community in the long-run. Planned progress, on the other hand, will benefit a community in the long-run, and create a harmonious environment in which to live and work.

Generally speaking, when designating future land uses, the Town of Brooklyn has kept like land uses together to ensure compatibility of uses and to curtail sprawl. Future residential and commercial development is sited in areas, close to the more urbanized “Town Center” where existing development has already taken place. Development in the outer fringes of the Town promotes sprawl and is not encouraged. Uncontrolled sprawl would strip the area of its most valued asset—a rural character.

Economic Development



ECONOMIC DEVELOPMENT

Element Introduction

A healthy economy is essential to the success of any community. Good jobs, paying a livable wage, and access to goods and services are important factors in measuring a community's quality of life. Economic development is a vital part of any community. It should maintain a vibrant economy through changing economic conditions, while providing quality employment opportunities for all skill levels and education levels. Well planned economic development provides increased tax base, a diversified economy and new jobs paying a livable wage, while protecting the natural environment.

The Economic Development Element is a compilation of policies (goals and objectives) and programs to promote the stabilization, retention and expansion, of the Town's economic base and quality employment opportunities. This element also includes an analysis of the labor force, economic base and employment opportunities in the Town. Brooklyn's economy is also interdependent with the surrounding community's economy and the regional economy. To better understand the existing economic conditions of the Town, an analysis of the strengths and weaknesses of the local and regional economy must be completed to better understand their interdependence.

The Economic Development Element also assesses new businesses and industries the Town desires. The element evaluates the Town's strengths and weaknesses with respect to attracting and retaining businesses and industries and designates areas for new business and industry.

Goals and Objectives

Goal: Improve the strength of the local economy by supporting existing businesses within the Town.

- Meet with local businesses to discuss their needs, products, and their purchased components, to see if any of these could be possible supplemental businesses in the area.
- Assist existing businesses with retention and expansion efforts in the community.
- Maintain tourism as an important and vital role in our community by supporting public festivals and events, and protecting the water quality of the Lake.
- Encourage additional business pursuits that could manufacture component materials used by existing businesses, or extend the services of existing businesses. Possibilities include delis or food outlet stores to sell farm products, tours of the area's traditional / non-traditional farm operations or wildlife areas, machinery rental, custom crop planting / harvesting services, or installation services for merchandise purchased at other area businesses.

Goal: Improve the diversity and strength of the local economy by attracting a mix of new quality, clean businesses that bring added services and favorable jobs to the local economy while preserving the rural character of the area.

- Designate areas that promote business viability.

- Encourage a variety of industrial and service businesses, such as restaurants, food processing facilities, banks, stores, real estate agencies, computer sales with installation and instruction services, and boat and marine services.
- Encourage a variety of professional offices and research centers, such as medical offices, legal offices and experimental research labs.
- Continue to identify specific businesses that would provide added goods and services that are beneficial to the community, which in turn, will provide a healthy atmosphere for the survival of the business.
- Encourage new businesses that are rural in nature, such as fruit orchards.
- Encourage aqua agriculture businesses that could provide bait for fishermen.
- Encourage new businesses that provide infrastructure and goods to existing businesses, such as organic farm operations that could provide organic foods to area restaurants or health food outlets, or warehousing for existing businesses.
- Locate businesses in compatible designated land use areas.
- Encourage businesses that will compliment the rural character of the Town and the quaint, nostalgic character of downtown Green Lake.

Labor Force and Economic Base Analysis

As shown in Table E-1 below, Brooklyn's median income, according to the 2000 census, was \$51,250. This is considerably higher than that of the County (\$39,462), State (\$43,791) or the National (\$41,994) median incomes. A detailed breakdown of income distribution for the Town of Brooklyn is shown in Table E-2.

Table E-1
Median Household Income

Jurisdiction	Median Household Income
Brooklyn	\$51,250
Green Lake County	\$39,462
Wisconsin	\$43,791
Nation	\$41,994

Source: U.S. Bureau of the Census, Census 2000

As shown in Table E-2, the largest percentage of Brooklyn residents (29%) is in the \$50,000 to \$74,000 category. Approximately 2.2% of the population has an income of less than \$10,000, and 2.5% of the population is in the \$200,000 or more category.

**Table E-2
Breakdown of Household Income**

Education Level (Population 25 Years and Over)	Number of Households	Percentage
Less than \$10,000	17	2.2%
\$10,000 to \$14,999	46	5.8%
\$15,000 to \$24,999	88	11.1%
\$25,000 to \$34,999	116	14.7%
\$35,000 to \$49,999	115	14.6%
\$50,000 to \$74,999	235	29.7%
\$75,000 to \$99,999	97	12.3%
\$100,000 to \$149,999	47	5.9%
\$150,000 to \$199,999	9	1.1%
\$200,000 or more	20	2.5%
Total Households	790	100.0%

Source: U.S. Bureau of the Census, Census 2000

Employment Opportunities

Table E-3 indicates that 54.3% of the labor force is employed in the civilian market, and 42.2% of the potential labor force is not in the workforce or looking for employment. At the time of the 2000 census, no one was in the armed forces. Also, at the time of the 2000 census, the unemployment rate was at 3.5% for Town. This figure is most likely currently higher, due to hard economic times. (As a comparison, the State's unemployment rate at the time of the 2000 census was 4.7%. According to the Department of Workforce Development, Wisconsin's unemployment rate for March of 2003 has risen to 5.5%.)

**Table E-3
Employment Status**

Employment Status	Number of Persons	Percentage
Employed in the Civilian Labor Force	494	54.3%
Employed in the Armed Forces	0	0.0%
Unemployed (looking for employment)	32	3.5%
Not in the Labor Force	384	42.2%
Total Persons in the Workforce	910	100.0%

Source: U.S. Bureau of the Census, Census 2000

As shown in Table E-4, the largest percentage (30.6%) of Town people is working in sales or office occupations. The next highest percentage (28.7%) of Brooklyn people is working in management, professional and related occupations. In comparison to the State, Brooklyn has a larger percentage of people working in sales or office occupations, but a smaller percentage of people working in management, professional and related occupations.

Ironically, although the majority of land in the Town is used for agriculture, only 1.2% of the working population is employed in farming, fishing, or forestry occupations. This is most likely due to the fact that with today's machinery, one person can cultivate many acres of land. Another important factor to keep in mind is that many residents living on and operating farms also have full-time jobs which supply the majority of their incomes. These people are included in the category of their full-time employment as opposed to being in the agriculture related category.

**Table E-4
Occupations**

Occupation	Percentage of Persons in the Town	Percentage of Persons in the State
Management, Professional, and Related Occupations	28.7%	31.3%
Service Occupations	14.0%	14.0%
Sales and Office Occupations	30.6%	25.3%
Farming, Fishing, and Forestry Occupations	1.2%	0.9%
Construction, Extraction, and Maintenance Occupations	6.1%	8.7%
Production, Transportation, and Material Moving Occupations	19.4%	19.8%
Total Persons in the Workforce	100.0%	100.0%

Source: U.S. Bureau of the Census, Census 2000

While Table E-4 above indicates the type of work residents perform, Table E-5 below indicates the type of business in which this work is performed. As seen in Table E-5, the largest percentage (21.2%) of residents is performing duties for a manufacturing company. The next largest percentage (16.0%) of residents is performing duties in education, health and social services. In comparison to the State, Brooklyn has approximately the same percentage of people working in manufacturing businesses as the State, but has a lower percentage of persons working in educational, health and social services as does the State. Brooklyn has higher percentages of people working in retail trade, and agriculture, forestry, fishing and hunting, and mining than does the State. The results of this comparison can be attributed to the fact that Brooklyn is a tourist attracting area and is also more rural than many other areas of the state.

**Table E-5
Industry of Employment**

Industry	Percentage of Persons in the Town	Percentage of Persons in the State
Agriculture, Forestry, Fishing and Hunting, and Mining	5.7%	2.8%
Construction	8.3%	5.9%
Manufacturing	21.2%	22.2%
Wholesale Trade	3.3%	3.2%
Retail Trade	15.6%	11.6%
Transportation and Warehousing, and Utilities	2.8%	4.5%
Information	2.1%	2.2%
Finance, Insurance, Real Estate, and Rental and Leasing	6.1%	6.1%
Professional, Scientific, Management, Administrative, and Waste Management Services	4.8%	6.6%
Educational, Health and Social Services	16.0%	20.0%
Arts, Entertainment, Recreation, Accommodation and Food Services	6.7%	7.3%
Other Services (except public administration)	4.6%	4.1%
Public Administration	2.8%	3.5%
Total	100.0%	100.0%

Source: U.S. Bureau of the Census, Census 2000

There are a number of businesses within the Brooklyn boundaries to allow residents to work within their own community. The Table below shows some of the businesses operating in the Town. There are additional businesses which have not been included in the listing.

Name of Business	Type of Business	Location of Business
4-M Bison	Buffalo Meat Sales	Skunk Hollow
Alvin, Dave	Contractor	Highway A
Badger Mining Corporation	Non-metallic Mining	Mine on St. Marie Road
Big Green Stor-It	Mini Warehousing	South Lawson Drive
Bloch's Farms	Landscaping and Plant Sales	Highway 23
Brightman Excavating	Septic/Excavating	Lake Steel Street
Carew	Sand, Gravel and Ready-mix	Berlin Road
Carver's on the Lake	Fine Restaurant	County A
Classic Auto Service	Vehicle Repair	North Lawson Drive
Custom Carpentry	Contractor	Princeton Road
Dartford Inn	Motel	North Lawson Drive
Dartford Station Specialty Woodworks	Hand Crafted Wood Art & Cabinetry	Depot Road
Doyle Agency	Insurance Agency	Lakeview Drive
Egbert Excavating	Septic/Excavating	North Lawson Drive
Engel Snowplowing & Lawn Service	Same	Schwartz Lane
Far View Golf	Golf Driving Range	Highway 23
First National Bank	Bank	Highway 23/49
Focused Investments	Investments	Highway 23/49
Gneiser Construction	Contractor	Princeton Road
Green Lake Campground	Trailer Camping	Highway 23
Green Lake Conference Center	Conference Center and Restaurants	Highway 23
Green Lake Custom Homes, Inc.	Contractor	Susan Street
Green Lake Inn	Motel	South Lawson Drive
Green Lake Medical Clinic	Medical Clinic	Highway 23/49
Herschberger Gas	Propane Supplier	Highway K
Honey Creek Farm	Farm Product Sales	Bluffton Road
Howies Green Meadow Lanes	Bowling Alley	Highway A
IBC Printing	Printing	Highway 23/49
Jankowski Construction Ltd	Contractor	Silver Creek Road
Jerry's Woodshed	Refinish wood furniture	North Lawson Drive
King's Floor Covering	Sales & Service-carpeting and Vinyl	Highway 23/49
Klingbeil Construction	Contractor	Schwartz Lane
Kopplin & Kinas Co., Inc.	Road Construction	North Lawson Drive
Lake Way Property Management and Rental	Property Management and Rental	Highway 23
LakeView Restaurant	Restaurant	Highway 23
Lawsonia Golf Course	Golf Course	Highway 23

Loberg, Paul	Contractor	Kildeer Lane
Nordic Hill Complex	Gift Shops	Highway 23
Partners Development (John Loberg)	Contractor	Kildeer Lane
Pollesch & Kinas	Excavating Contractor	North Lawson Drive
Prestige Wholesale	Siding and Windows	North Lawson Drive
Priebe, Ed, Sales and Service	Farm Implement Sales	Highway 23/49
Priebe, Roger	Bird Feeders	Highway 23/49
R + R Wash	Construction and Material	Lark Lane
Rossier Sports Center	Sport Vehicle Sales	Highway 23/49
Sadie Hawk Antiques	Antique shop	South Lawson Drive
Savoi, Chuck	Glass Blowing	McConnell Road
Stagg Builders	Concrete Work	Princeton Road
Stahl Plumbing and Heating	Plumbing and Heating Service	North Lawson Drive
Surface and Surroundings	Floor Covering	Highway 23/49
Terrace Restaurant	Restaurant	Highway 23
Thrasher Construction	Contractor	Lost Creek Road

Brooklyn's close proximity to Green Lake, Berlin, Princeton, Ripon, Fond du Lac and Oshkosh offer Brooklyn residents the opportunity to live in Brooklyn while commuting to these other communities for work. As shown in Table E-6, 85.7% of the working population drives to work by themselves, while only 7.8% carpool. Approximately 5.4% of the employed population works from their homes.

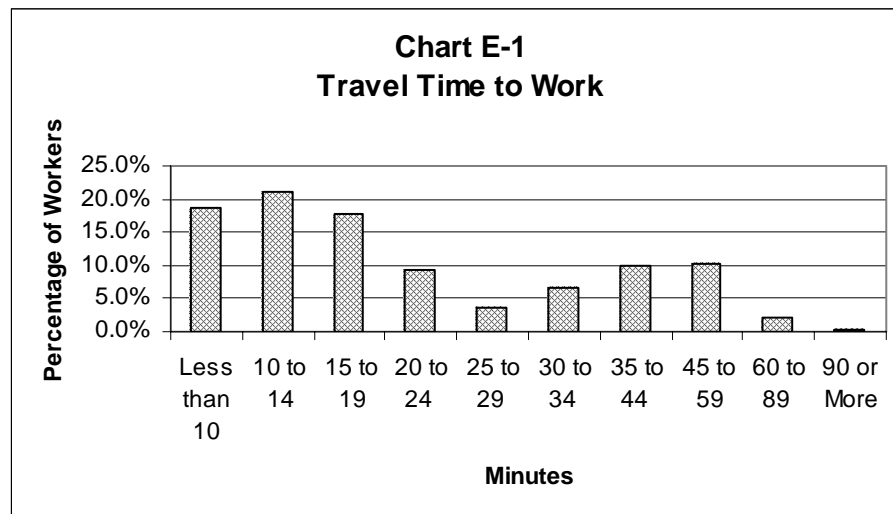
Table E-6		
Mode of Transportation to Work		
(for persons 16 years and over)		
Mode of Transportation	Number of Persons	Percentage
Car, Truck or Van - Drive Alone	885	85.7%
Car, Truck or Van - Carpool	81	7.8%
Public Transportation (including taxi)	0	0.0%
Walk	11	1.1%
Work at Home	56	5.4%
Total	1033	100.0%

Source: U.S. Bureau of the Census, Census 2000

According to Table E-7, almost 60% of the population that works outside the home has a minimal amount of driving time to work of less than 19 minutes. Another 9.2 % drive 20 to 24 minutes to get to work, and approximately 20% drive 35 to 59 minutes to get to work. Chart E-7 shows this information graphically.

Table E-7		
Travel Time to Work		
(for workers who did not work at home)		
Travel Time in Minutes	Number of Workers	Percentage
Less than 10	182	18.6%
10 to 14	206	21.1%
15 to 19	175	17.9%
20 to 24	90	9.2%
25 to 29	36	3.7%
30 to 34	66	6.8%
35 to 44	98	10.0%
45 to 59	99	10.1%
60 to 89	21	2.1%
90 or More	4	0.4%
Total Households	977	100.0%
Mean Travel Time to Work is 21.1 Minutes		

Source: U.S. Bureau of the Census, Census 2000



Source: U.S. Bureau of the Census, Census 2000

Strengths and Weaknesses in Attracting and Maintaining Businesses

A survey of existing commercial and industrial businesses shows that a number of businesses exist within the Town. A large percentage of these businesses are located along Highway 23, North Lawson Drive and South Lawson Drive.

A limitation to attracting businesses to the Town is the lack of sewer and water facilities. As such, attempts should be made to attract businesses that do not require large amounts of water, or produce large amounts of wastewater. Alternatives related to the feasibility of obtaining sewer and water facilities should be explored.

Brooklyn currently has a "Town Center" located north of Highway 23 along North Lawson Drive. Currently the area contains a motel, woodworking shop, excavating company, and bank as some of its businesses. The Center has good highway access as it contains the controlled intersection of Highway A, Highway 49 and Highway 23. There is vacant land adjoining this area to allow for business expansion.

Desired Businesses and Industries, and Sites for Development

Brooklyn desires to attract businesses that are compatible with surrounding land uses and will add to the economic base of the community. Since small businesses and existing businesses have historically attributed to the largest share of new jobs, the Town plans to work with existing businesses to retain them and encourage the creation of related spin-off businesses. As stated in the "Goals and Objectives" area, in the beginning of this section, businesses that protect the rural character of the community are desired.

As can be seen on the, Future Land Use Map (See Appendix) additional sites have been identified to accommodate additional light industrial and commercial businesses.

- Additional industrial areas are designated adjacent to the City of Green Lake's industrial park.
- Additional industrial lands are designated adjacent to the Town's industrial areas along North Lawson Drive.

- Mixed use Commercial / Industrial sites have also been designated along Highway A.
- Commercial sites have been designated at the southeast intersection of STH 23/49 and CTH A.
- Other newly designated commercial sites include Town lands south of STH 23, north of the City.
- Another area was designated south of STH 23 and north of the City where Highway 23 curves from an east/west road into a northeast/southwest direction.
- A parcel of Town land on Lake Steel, between the City proper and the City's water treatment plant was also designated as commercial.
- A commercial/residential mixed use area has been designated west of the City, east of STH 23.
- The present commercial area located at the northeast intersection of STH 23 and STH 49 and CTH A has been enlarged to accommodate additional commercial uses. This area is ideally suited for a business park. It has the potential of becoming a prestigious rural business park which could offer occupants a scenic view onto the nearby marsh areas, providing users a respite from fast-paced work schedules.

Environmentally Contaminated Sites

No known contaminated sites exist in the Town of Brooklyn at this time. Site-specific environmental analysis should be completed for redevelopments on an as-needed basis. A number of programs exist to assist with the cleanup of contaminated sites, including grants available under the Brownfield Initiative.

County, State and Regional Economic Development Programs

A number of economic development programs are available at all levels of government to assist with the costs associated with economic development.

Green Lake County Economic Development Corporation was formed to enable the County to apply for Community Development Block Grants (CBDG). The grants are designed to promote the creation or expansion of businesses and tourism. The grant is administered through the County, and developed through the Wisconsin Department of Development.

The County's Revolving Loan Fund program provides low-interest loans for proposed projects that will help businesses create jobs and maintain or expand existing operations, while advancing the community's economic development goals and objectives. The Revolving Loan Fund program is administered through the County, and developed with Wisconsin Development Funds (WDF) from the Wisconsin Department of Development.

The Wisconsin Department of Commerce, as part of its Technology Zone Program, has designated Green Lake County as part of a Wisconsin Agricultural Development Zone. This program enables tax credits for new and expanding agribusinesses. An agribusiness is part of the Agricultural Business/Food Processing Cluster. The Cluster includes all the activities and/or operations that are involved in the growth, production, processing, manufacturing, distribution, wholesale and retail sales of agricultural and food products. The County would be the applicant for this program.

There are numerous programs that are available to local units of government through the Department of Commerce (DOC) and the State of Wisconsin. Area Development Managers administer the DOC programs, which include the Community Development Block Grant

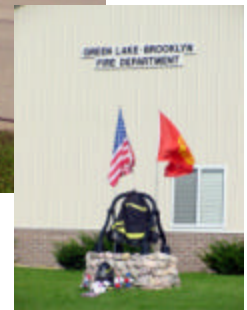
Programs (Public Facilities and Economic Development), Industrial Revenue Bonds, Major Economic Development (MED) Program, Early Planning Grant Programs, Minority Business Development Programs and Customized Labor Training (CLT) Program. DOC programs are intended to serve businesses that create basic sector jobs. Most programs involve grant monies and are completely reviewed for funding by the DOC.

Additional funding for economic development is available through the Department of Transportation (DOT). The intent of the programs is to help support new businesses by funding the transportation improvements that are needed to secure new business. The major programs administered by the DOT are the Transportation Economic Assistance Program and Surface Transportation Programs.

The Wisconsin Department of Natural Resources offers a State Brownfield's Grant to help communities revitalize blighted properties. The Brownfield Site Assessment Grant (SAG) program helps local governments investigate brownfields. Brownfields are abandoned, idle or underused industrial or commercial properties where redevelopment is hindered by real or perceived contamination.

The possibility of utilizing the above grants would have to be explored on a case-by-case basis to determine availability of funds and participant eligibility.

Intergovernmental Cooperation



INTERGOVERNMENTAL COOPERATION

Element Introduction

The Intergovernmental Cooperation element is a compilation of objectives, policies, goals and programs for joint planning and decision making with other jurisdictions. Possible sharing of public services and facilities has also been reviewed. This element analyzes the relationship of the Town, to school districts, adjacent governmental units, the County, region, State, and other governmental units. This element addresses existing or potential conflicts between the Town and other governmental units and describes processes to resolve such conflicts.

Goals and Objectives

Goal: Continue successful cooperative agreements that already exist and explore the possibilities of sharing additional services with other units of government.

- Become involved with other communities, organizations, institutions and programs to become aware of opportunities to share services.
- Meet with other agencies to discuss benefits to both municipal parties.

Goal: Implement the sharing of services with other units of government, when it is practicable and beneficial.

- Intergovernmental opportunities should be cost beneficial to the Town and improve the quality of life in the community.
- Sharing of municipal services should be reviewed and utilized when beneficial to the Town.

Analysis of Relationships

Brooklyn has established both formal and informal relationships with other communities, adjacent governmental units, the region and the State. Intergovernmental relationships have provided guidelines for joint planning and decision making with surrounding communities, school districts, quasi governmental units, and other jurisdictions. These liaisons assist in sharing services, facilities and the joint review of overlapping issues. The following is a review of intergovernmental relationships established by the Town of Brooklyn.

School Districts

Brooklyn has three public school districts within the Town—Green Lake Public Schools, Ripon School District and Berlin Public Schools—along with representatives on each of their respective boards. Citizens also take an active role in planning their district's future by participating in local referendum decisions which are included on the local voting ballots. Both Green Lake Public Schools and Ripon School District had referendums for building system renovations within the last two years. The Town encourages agreements between the districts to share facilities whenever feasible. One such agreement occurring at this time is the shared Berlin/Green Lake use of the Berlin swimming facility.

Adjacent Local Units of Government

The Town of Brooklyn has developed several intergovernmental relationships with surrounding communities to obtain more superior and cost-effective services than could be secured by the individual communities.

Brooklyn and the City of Green Lake jointly own and operate the Brooklyn/Green Lake Fire Department and the First Responders. The Fire Department and First Responder organizations have further promoted the cooperative arrangement by forming mutual aid agreements with other area municipalities. The Fire Department is planning on exploring additional cooperative advantages of sharing equipment, and perhaps determining future purchases based on the equipment availability and needs of the greater area.

Brooklyn and the City of Green Lake fund Caestecker Library. The building is owned (through a donation) by the City, however, operating expenses are shared equally between the Town and the City. The Library has also promoted additional cooperation through services provided to persons outside the Brooklyn/Green Lake communities.

Recently the Town and the City formed an agreement to provide joint operation of the yard waste compost facility. The Town and the City also contribute to offer a summer recreation program.

A Brooklyn/City of Green Lake road-maintenance agreement has been in effect for several years, and examines roads where joint maintenance is cost-effective. Examples include areas where one of the municipalities has jurisdiction over such a short segment that maintenance performed by that jurisdiction is impractical. Other cases include roads where one municipality has jurisdiction over one side and the other municipality has jurisdiction over the other side. It would not be practical, in cases like this for each municipality to only perform maintenance on their own sections of jurisdiction. To provide a more cost-effective means of maintenance, the Town and the City look at individual cases and determine which of these roads should be maintained by which community.

Regional, State and Other Units of Government and Public Entities

The Green Lake Sanitary District was formed in 1964 as a taxing entity, with the ability to collect taxes for services. The District strives to protect the Lake and other waters from becoming contaminated by addressing the environmental needs of the entire Lake. With the exception of the City of Green Lake (which has its own wastewater treatment facility), all the municipalities surrounding the Lake have their lakeshore lands included in the Sanitary District. (See map in Appendix.) The municipalities, having portions of their lands in the District, include the Town of Brooklyn, the Town of Green Lake, the Town of Marquette, and the Town of Princeton. Through the years the District has undertaken several projects to preserve and enhance the quality of the Lake. The Town of Brooklyn has supported these improvements and has offered letters of support to help the District obtain grants to help with funding.

The Green Lake County Department of Land Conservation, the Town of Brooklyn, the City of Green Lake, the Green Lake Sanitary District and a Brooklyn landowner (Bob Pamenter) have recently formed a public/private partnership to construct a sediment basin on the Pamenter property. The basin will decrease the amount of sediment that would otherwise flow into Green Lake, the Puchyan River, and subsequent water bodies downstream. Green Lake County (via a DATCP Grant) will contribute 70% of the total cost of the project, with the remaining 30% to be divided equally between the Town of Brooklyn and the City of Green Lake. The landowner will agree to a 10-year maintenance agreement, which would guarantee the basin would remain in place and functional throughout the duration of the

agreement. The landowner would be responsible for the maintenance of the basin, with the maintenance costs reimbursed by the Green Lake Sanitary District. The Sanitary District will also reimburse the landowner for cropland removed from production for this basin.

The Town cooperates through fund contribution, with the Bluffton Cemetery and the Dartford Cemetery. Bluffton Cemetery, the smaller of the two, is located in the Town. The Town has been cooperating with the Cemetery Association by contributing \$800 annually for maintenance. Both the Town and the City are cooperating with the Dartford Cemetery Association by contributing funds for maintenance. In 2002, both municipalities contributed \$1500.

The Town is served by the Green Lake County Sheriffs Department, and is under the umbrella of the Green Lake County Zoning Ordinance. Other more regional regulations and plans that affect the Town, and have been taken into account while creating this plan include the State Department of Transportation Highway 23 Study, the Green Lake County Park, Recreation Open Space Plan, the Green Lake County Farmland Preservation Plan, the Lake Management Land & Water Resource Management Plan, the County Land Division Ordinance, the County. Town representatives have had several meetings and/or conference calls with State and County representatives to ensure consistency between the entities.

Analysis of Conflicts and Process to Resolve Conflicts

Brooklyn has established working relationships with surrounding municipalities and other local units of government. The Town and County Staff have had several meetings to communicate and eliminate/resolve any existing or potential conflicts. A Town and City joint committee has also been formed to communicate and eliminate/resolve potential conflicts. The general consensus between the entities is that most areas of concern can be resolved through communicating the facts, and most controversy is caused by a lack of credible information. The talks between the Town and the City include researching the possibility of forming some type of agreement to ensure no future conflicts arise over boundaries.

Land Use



LAND USE

Element Introduction

The land use element provides detailed objectives, policies, goals and maps to assist in guiding future development and redevelopment of public and private property. This element contains a listing of the amount, type and, intensity of existing uses in the Town, such as agricultural, residential, commercial, industrial and other public and private uses. This element analyzes trends in the supply, demand and price of land, opportunities for redevelopment and existing and potential land use conflicts.

Also included in the Land Use Element is a series of maps showing current land uses and future land uses (See Appendix for map) that indicate productive agricultural soils natural limitations for building site development, floodplains, wetlands and other environmentally sensitive lands. Detailed analyses relating to specific land uses are discussed in greater detail under the individual elements previously discussed. This section provides a summary of the land uses and associated zoning districts.

Goals and Objectives

The Future Land Use Plan for the Town of Brooklyn is based on existing land use, community goals and a number of assumptions about future growth. The assumptions about the future are based on information compiled in previous comprehensive plan elements, which evaluated population, households, employment, land use inventories, and estimates of supply and demand. The Land Use Plan is a compilation of information in this report and provides a valuable tool for the Brooklyn Plan Commission, Town Board, and citizens to use as a guide for future development and redevelopment.

Goal: The Town should be developed and redeveloped in accordance with the policies and goals in the Town of Brooklyn's adopted Comprehensive Plan.

- Proposed amendments to the approved Comprehensive Plan shall be reviewed and evaluated on the basis of the general goals and policies set forth in the approved Comprehensive Plan. Amendments contrary to approved goals and policies shall not be approved if the amendment is contrary to the general goals and objectives of the Comprehensive Plan, or the public health, safety and general welfare of the Town.
- Brooklyn's Plan Commission shall recommend amendments, revisions and periodic review of the approved Comprehensive Plan to the Town Board. Procedures shall be followed, as outlined in the "Public Participation Plan".
- Amendments shall comply with all Town, County, State and Federal regulations.

Goal: Preserve and protect our natural and cultural resources and environmental systems.

- Development shall be designed so as to minimize impact on our natural and cultural amenities.
- County, Regional, State and Federal regulations shall be enforced, and agencies consulted as needed when dealing with environmentally sensitive areas in the Town.

Goal: Preserve and protect our agricultural resources and open space vistas.

- Maintain a compact pattern of growth and development and promote infill to avoid excessive agricultural land loss.
- Promote development within the community that is located in such a way to minimize agricultural land loss.
- Direct rural housing away from property highly suited for agricultural uses.

Goal: Preserve and enhance the image and functionality of the Town as a desirable place in which to live, work and play.

- Promote efficient land development that is compatible with adjacent land uses, is well integrated with the transportation system, and is sensitive to the natural environment.
- Commercial and industrial development shall be designed and located where there will be minimal impact on adjacent residential land uses. Buffers shall be utilized and maintained where necessary to minimize the impact on adjacent residential uses.
- Residential development shall be designed and located where there will be minimal impact from adjacent non-compatible land uses. Buffering shall be utilized to minimize the impact of more intense land use types adjacent to low-density residential neighborhoods.
- Promote development, which is cost effective to the public by the efficient use of present and future public investments in roads and services.

Inventory and Analysis

The Town of Brooklyn has seen many changes throughout its history. As was discussed in the History subsection, of the Issues and Opportunities Element, the Town originally included the present day City of Green Lake. Later the City incorporated, and the Town was predominantly an agricultural community, still centered around and including historic Green Lake Station, located in Brooklyn's present day industrial / commercial area along North Lawson. The Town remained a rural community, with most of the population deriving its livelihood from agricultural endeavors. The Town later gained a substantial amount of residential development particularly around the Lake, with other development taking place along Highway 23. According to the Town's Property Assessment Records shown in Table LU-1, most of the land (57.8%) is still being used for traditional agricultural purposes. An additional 8.9% of the land is used as Productive Forest Lands, and another 21.8% of the Town's land is Wetland and Waste areas. Since the Forest Lands provide for more non-traditional (for this area) agricultural uses and the Wetland and Waste areas provide for wildlife habitat, they are generally considered agricultural uses. Agricultural uses, therefore, comprise approximately 88.5% of the Town. Under current Wisconsin law, landowners get taxed on the actual uses of their land, not on how the land is zoned, and not on what the highest and best use might be for the land. The three categories, Agricultural, Productive Forest Lands, and Wetlands and Waste are separated in the Assessment Records since each is evaluated differently for tax purposes. (See Appendix for the Current Land Use Map.)

Table LU-1		
Brooklyn Land Uses		
Land Use	Number of Acres	Percentage
Residential	1,391	6.6%
Commercial	746	3.5%
Manufacturing (Industrial)	284	1.3%
Agriculture (including buildings)	12,205	57.8%
Productive Forest Lands	1,886	8.9%
Wetlands and Waste	4,590	21.8%
Total	21,102	100.0%

Source: Town of Brooklyn Property Assessment Records

While Table LU-1 above indicates the actual land uses that are occurring in the Town, Table LU-2 below shows the zoning of Town properties. A property's zoning does not always correspond to what that property's use happens to be. In Brooklyn, several properties have been converted to a residential use, yet they are still zoned A-1 Agriculture. Also notice the Commercial categories in Table LU-1 as compared to Table LU-2. Table LU-1 shows approximately 746 acres in actual Commercial use, whereas Table LU-2 shows that only 387 acres are zoned commercial. This discrepancy is most likely occurring because some properties are being used for commercial purposes, but they are still zoned as agricultural land. (Other properties have the opposite situation—they are used for agricultural purposes, but they are zoned for commercial use.) Notice also that 18,681 acres of land are used for agricultural purposes, whereas 18,397 acres are zoned agricultural. An analysis of the Industrial category indicates 284 acres are used for industrial purposes, but only 193 acres are zoned industrial. (See Appendix for the Current Land Use Map, and current Zoning Map.)

Table LU-2
Existing Zoning

Land Use	Number of Acres	Percentage
A-1 Exclusive Agriculture	17,342.4	82.2%
A-3 Light Agriculture	1,055.5	5.0%
C-1 General Commercial	20.3	0.1%
C-2 Extensive Commercial	367.5	1.7%
I Industrial	193.8	0.9%
M-1 Mineral Extraction	171.1	0.8%
R-1 Single Family Residence	1,002.1	4.7%
R-2 Single Family Mobile Home Residence	32.6	0.2%
R-3 Multiple Family Residence	231.8	1.1%
R-4 Duplex	1.4	0.0%
RC Recreation	684.0	3.2%
Total	21,102.4	100.0%

Source: Green Lake County Zoning Records

Many communities are finding zoning and uses don't coincide due to the granting of building requests or variances through the years. Other discrepancies occurred in many places

because future plans for lands were designated through zoning at the time when the zoning was enacted. Whatever the cause, these discrepancies are common, and the County could do a massive county-wide rezone on properties to match uses, or property owners could request a rezone on their individual properties. Today's shared GIS systems help differentiate between existing zoning and future planning categories. At this point in time rezoning will be left up to the individual property owners.

Current Zoning Designations

According to the current Green Lake Zoning Ordinances, land is divided into the following 16 districts. The Zoning Map, showing Brooklyn's current zoning, can be viewed in the Appendix. Also see a summary chart with some of each district's attributes on page 110.

A-1 Exclusive Agriculture District

This district provides for the preservation, maintenance and enhancement of agriculture, forestry and natural areas to protect the land best suited for farming and other agricultural uses of Green Lake County. The agricultural district regulations are designed to regulate use of land and structures where soil and topography conditions are best adapted to agricultural pursuits and are consistent with and satisfy all the requirements and standards of Chapter 91 Farmland Preservation of the Wisconsin State Statutes.

A-2 General Agriculture District

The primary purpose of this district is to maintain, preserve and enhance agricultural lands historically utilized for crop production and that have exhibited good crop yields. The best use of these lands is agricultural.

A-3 Light Agriculture District

The primary purpose of this district is to allow the development of small scale farming activities characterized by the mixed crop of the traditional "family farm" along with residential growth. This district is typically located in those areas where the occurrence of scattered urban uses is likely to occur but with the agricultural uses being the dominant activity of the area.

Ag-4 Industrial Agriculture District

The primary purpose of this district is to provide a method that will permit an industrial agricultural use while providing adequate safeguards to protect surrounding lands, as well as the community.

NRC Natural Resource Conservancy District

(1) This district shall be used to preserve, protect and enhance the lakes, streams and wetland areas. If these areas are properly regulated, they will serve to maintain and improve water quality; improve and protect wildlife habitat; prevent flood damage; prohibit structures on soils that are not suitable for such use; and prevent septic tanks from being located in soils that may pollute water supplies and prevent proper functioning due to high ground water.

(2) This district shall be used to preserve, protect, enhance and restore all significant woodlands, scenic areas, sub-marginal farmlands, mineral extraction lands, archeological sites, historical sites, natural watersheds, significant topography, wildlife habitat, potential recreation sites, and other natural resources that contribute to environmental quality.

C-1 General Commercial District

The C-1 General Commercial District is intended to provide an area for business and commercial needs; it can be especially useful for those conditions where commercial businesses are located in a centrally situated business district.

C-2 Extensive Commercial District

The C-2 Extensive Commercial District is intended to provide an area for business and commercial needs of a much broader nature than C-1 General Commercial District. This includes those businesses that may require a fairly large area of land, or for which it is desirable that they be located from other activities, or that they be located adjacent to a highway or other major thoroughfare.

I Industrial District

This district is intended to provide an area for manufacturing, industrial and commercial activities. It is also intended to provide an area for a variety of uses that require relatively large installations, facilities or land areas; or which would create or tend to create conditions of public or private nuisance, hazard, or other undesirable conditions; or which may require special safeguards, equipment, processes, barriers, or other forms of protection including special distance, in order to reduce, eliminate or shield the public from such conditions.

M-1 Mineral Extraction District

All uses in this district are conditional uses.

M-2 Sanitary Landfill District

All uses in this district are conditional uses.

RC Recreation District

The primary purpose of this district is to permit commercial and noncommercial recreation development projects, including recreation-related residential land uses.

R-1 Single Family Residence District

The primary purpose of this district is to permit single family residential use.

R-2 Single Family Mobile Home Residence District

The primary purpose of this district is to permit single family residential mobile home use.

R-3 Multiple Family Residence District

The primary purpose of this district is to permit multiple family residential units.

R-4 Duplex (2-family) Residence District

The primary purpose of this district is to permit 2-family residential units.

AO Adult Oriented Establishment District

The primary purpose of this section is to regulate adult oriented establishment businesses to promote the health, safety, morals and general welfare of the citizens of Green Lake County; to aid in the alleviation and prevention of the adverse and deleterious effects of criminal activity and disruption of the public peace associated with such establishments; and to establish reasonable and uniform regulations to prevent the health hazards associated with unsafe and unsanitary conditions known to exist in those establishments; and to alleviate the spread of sexually transmitted diseases and other contagious diseases in those establishments. (The Town of Brooklyn did not specifically designate future areas for this use, but rather grouped it with the future Industrial area designation.)

Current Green Lake County Zoning Districts

District	District Name	Attributes
A-1	Exclusive Agriculture	<ul style="list-style-type: none"> ➤ Satisfies requirements of Farmland Preservation. ➤ Soil & topography best suited for Agriculture. ➤ 35 Acre minimum. ➤ Width 625 feet minimum. ➤ Depth 625 feet minimum.
A-2	General Agriculture	<ul style="list-style-type: none"> ➤ Soil & topography best suited for Agriculture. ➤ 17 Acre minimum. ➤ Width 310 feet minimum. ➤ Depth 625 feet minimum.
A-3	Light Agriculture	<ul style="list-style-type: none"> ➤ 10 Acre minimum. ➤ Width 310 feet minimum. ➤ Depth 625 feet minimum.
A-4	Industrial Agriculture	<ul style="list-style-type: none"> ➤ No permitted uses. ➤ CUP for 2,100 or greater total animal units.
NRC	Natural Resources Conservancy	<ul style="list-style-type: none"> ➤ Lakes, streams, wetlands, woodlands, archeological, historical and recreational sites.
C-1	General Commercial	<ul style="list-style-type: none"> ➤ Businesses in a centrally situated district.
C-2	Extensive Commercial	<ul style="list-style-type: none"> ➤ Businesses that require a fairly large area of land or it's desirable for them to be located from other actives, or be located adjacent to a highway.
I	Industrial	<ul style="list-style-type: none"> ➤ Manufacturing and commercial activities which would create nuisance hazard or undesirable conditions.
M-1	Mineral Extraction	<ul style="list-style-type: none"> ➤ No permitted uses. ➤ CUP for quarrying, ready mix, asphalt, processing of minerals.
M-2	Sanitary Landfill	<ul style="list-style-type: none"> ➤ No permitted uses. ➤ CUP for landfills and incinerators
RC	Recreation	<ul style="list-style-type: none"> ➤ Commercial and non-commercial recreation development.
R-1	Single Family Residence	<ul style="list-style-type: none"> ➤ Single family dwellings, S/F converted into 2-family dwellings, churches, private clubs and lodges, and home occupations. ➤ No lot sizes specified. Code hasn't been rewritten.
R-2	Single Family Mobile Home Residence	<ul style="list-style-type: none"> ➤ Mobile homes. ➤ No lot sizes specified. Code hasn't been rewritten.
R-3	Multiple Family Residence	<ul style="list-style-type: none"> ➤ Single family, multiple family, mobile homes when approved, condominiums and bed and breakfasts. ➤ No lot sizes specified. Code hasn't been rewritten.
R-4	Duplex (2-family)	<ul style="list-style-type: none"> ➤ Single family, 2-family and condominiums. ➤ No lot sizes specified. Code hasn't been rewritten.

Trends in Supply and Demand

In 2001, there were 8 agricultural land sales in the County. Five of these sales entailed 229 acres which were kept in agricultural use. The average land sale price was \$1,777 per acre. Three of the sales (107 acres total) entailed land which was diverted to other uses (most likely residential use). This land sold for \$2,175 per acre. Because of the increased price that a landowner can get for selling land for non-agricultural uses, it is understandable that landowners would want to sell their land to a developer proposing to put in a residential subdivision. However, the creation of random subdivisions is not in the best interest of the Town or the current surrounding landowners. Residential subdivisions are not always compatible with surrounding operational farms, nor popular with current surrounding landowners who want to preserve the character of their property. In addition, random development creates sprawl, and therefore increased infrastructure/maintenance costs to the taxpayers.

Opportunities for Redevelopment and Infill Development

The Town contains a large number of lots (scattered throughout the Town) which were platted but never built upon. According to the Town's Tax Records, in 2000, there were approximately 212 platted vacant lots. Of these lots, 41 were held by the developer, 63 were held by the adjacent landowner, and 108 were held by a private owner. Building on these infill lots as opposed to building on undeveloped farmland is highly encouraged by the Town.

Property owners in the Town have maintained and remodeled their properties to keep the area viable. As such, redevelopment is done on an ongoing basis, so large scale area redevelopment is not necessary to address degraded areas. Some structures in the Town, however, will most likely change uses to reflect their surroundings. One such area is along North Lawson. The area contains mixed uses, including industrial, commercial and residential uses. Some of the residential buildings may be converted to commercial uses in the future.

Future Land Use

Generally speaking, the Town of Brooklyn has kept like land uses together when designating future land uses to ensure compatibility of uses and to curtail sprawl. Future residential and commercial development is sited in areas, close to the more urbanized "Town Center" where existing development has already taken place. Development in the outer fringes of the Town promotes sprawl and is not encouraged. Uncontrolled sprawl would strip the area of its most valued asset—a rural character.

Notice that the Future Land Use Map in the Appendix does not show the scattered residential development which currently exists throughout the Town. These residences are, however, shown on the Current Land Use Map and the Composite Current / Future Land Use Map in the Appendix. It is the intent of the Town to recognize these residences exist, but further development in these areas is not encouraged. As such, the Future Land Use Map shows a more broad-stroke view of future development.

Residential Needs

It is important to allocate plenty of space for future housing needs. This Plan arrived at the amount of land needed for additional housing based on population projections from East

Central Regional Planning Commission (ECRPC). (The Town used population projections from ECRPC as opposed to projections from the Department of Administration (DOA). ECRPC's figures were used because those population projections were slightly higher than those of the DOA, and the Town wanted to ensure that enough land would be designated for needed housing.

As shown below in Table LU-3, according to the 2000 census, the size of the average Brooklyn household is 2.4 persons. According to ECRPC, Brooklyn will have a population increase of 352 persons during the next 20 years. Therefore, land should be designated to provide for an additional 147 homes. Since Smart Growth and the Town of Brooklyn both have the goal of reducing sprawl, we are assuming a future lot size of 1 ½ acres, as opposed to larger lots. (The Town felt 1 ½ acres was the minimum lot size that would allow for construction of a home and a mound septic system.)

**Table LU-3
Additional Lands Needed for Residential Use**

	Formula or Source	Calculated Figures
Population Increase	ECRPC	352 Persons
Average Household Size	2000 Census	2.4 Persons
Number of Additional Housing Units Required	352 people / 2.4 persons per household	147 Additional Housing Units Required
Average Lot Size	Estimated Minimum Lot Size Required for a House Mound System	1.5 Acres
Total Additional Land Needed for Residential Use	147 Units x 1.5 Acre Lots	220 Acres are Needed for Residential Use

Only 220 acres are needed for future residential development according to the above calculations. It is also important to realize that there are still approximately 108 platted residential lots in the Town which are currently vacant.

To ensure that there is adequate space for future residential use, the Town designated approximately 580 additional residential acres for development, as opposed to the required 220 acres. The following explains the rationale for this seemingly overabundance of allocated residential lands:

- Approximately 63 of the currently platted lots are held by an adjacent landowner. (Information taken from Tax Parcel data) These lots will most likely not provide additional space for development as the owner probably wants the additional space surrounding the existing residence.
- Approximately 209 of the allocated mixed use housing/commercial acres are within the City of Green Lake's proposed future growth area. Land owners may opt to stay in the Town if they develop the land, or they may want to annex into the City—at which time the land will not provide housing for Brooklyn's future population.
- Some of the areas may not be buildable. These lots are not in the DNR delineated wetland areas, but they may not be suitable for construction. This could be the case in some the vacant lands in the Sunnyside area.
- Additional (unbuildable) space must be allowed for retention/detention ponds in any new development.
- Some property owners may not want to sell their property for development at this time, so all of the designated lands are not available for development. Often the current owners do not want to sell their land; however, if the land passes to their

children, it may be sold within a short amount of time. It is estimated that approximately half of these designated lands will be available for development.

The above calculations show that Brooklyn does in fact encourage development. However, the Town wants to guide where that development will take place. It is important that the development is well placed to avoid sprawl that would destroy the rural character of the Town.

As shown in Table LU-4 below, it is expected that about half (49%) of the future residential lands will be developed within the 20 year life of this Plan. The "Number of Acres Developed" was calculated by:

- taking East Central Regional Planning Commission's population projections;
- dividing that figure by 2.4 (the average persons per household) to arrive at the number of households needed;
- multiplying the number of needed households by 1.5 (the estimated future lot size) to determine the total amount of land needed for future residential development.

Table LU-4
Estimated Residential Land Development Timeframe

Year	Projected Population Increase	Number of Acres Developed	Percentage of Future Residential Land Developed
2000	106	66	11.42%
2005	172	108	18.53%
2010	75	47	8.08%
2015	64	40	6.90%
2020	41	26	4.42%
Total	458	286	49.35%

Source: Town of Brooklyn Calculations

Commercial and Industrial Needs

It is important to allocate plenty of space for future Commercial and Industrial needs to keep the area vibrant and provide jobs for area residents. This Plan designated an additional 264 acres of land to be used for future commercial purposes. Approximately 134 acres have been designated for industrial use. This does not include the approximately 209 acres of the allocated mixed use housing/commercial acres are within the City of Green Lake's proposed future growth area. Some of these commercial and industrial lands may not develop during the life of this Plan; however it's important that these lands be planned as future industrial or commercial uses to avoid possible residential development in these areas. The location of these areas provides good visibility and access to Highway 23 and Highway 49. These attributes are paramount for the success of a business, but undesirable for residential living.

Breakdown of Land Uses

The Town categorized their Future Land Uses into the categories shown in Table LU-5 below. Distinctions were not made between different types of residential or commercial zoning uses. The classifications were not further delineated because the County Zoning Ordinance is in the process of being rewritten. As such current land use zoning district definitions may change in the near future. Actual locations of the different land uses can be viewed on the Future Land Use Map and the Composite Current / Future Land Use Map in the Appendix.

**Table LU-5
Future Land Uses**

Land Use	Number of Acres	Percentage
Exclusive Agriculture	17,044	80.77%
General Agriculture	125	0.59%
Commercial	1,148	5.44%
Industrial	418	1.98%
Mineral Extraction	352	1.67%
Residential	1,975	9.36%
Government/Parks	40	0.19%
Total	21,102	100.00%

Source: Town of Brooklyn Calculations

Notice that the number of acres, and percentage of lands in each category differ from both the assessment records shown in Table LU-1, and the existing zoning shown in Table LU-2. This discrepancy occurs because current zoning or land uses do not necessarily reflect planned future uses.

Implementation



IMPLEMENTATION

Element Introduction

The Implementation Element is a review and analysis of programs and specific actions to be completed by the Town in order to implement the objectives, policies, plans and programs outlined in the Comprehensive Plan. This includes the addition of ordinances and proposed changes to any existing applicable ordinances.

This element describes how each of the elements of the Comprehensive Plan will be integrated and made consistent with the other elements of the Comprehensive Plan. It includes specific strategies and a mechanism to measure the Town's progress toward achieving all aspects of the Comprehensive Plan. Also included is the process for updating the Comprehensive Plan.

Utilizing the Comprehensive Plan

Comprehensive Plans provide useful information that can be utilized to help guide planning decisions in the Town and surrounding areas. The adopted comprehensive plan has the potential for many uses including the following:

- A basis for regulatory actions: The Plan serves as a foundation and guide for the provisions of the zoning regulations, subdivision regulations, the official map, flood hazard regulations, annexation decisions and other decisions made under these regulations.
- A basis for community programs and decision-making: the Plan is a guide and resource for the recommendations continued in the Town budget, capital improvements programs and other Town programs.
- A source for planning studies: Few comprehensive plans can address every element in sufficient detail. Therefore, comprehensive plans recommend further studies to develop a course of action on specific need or project.
- A standard for review at the County and State level: Municipal comprehensive plans are the standard document reviewed by decision makers for a number of other regulatory agencies. Comprehensive plans are also important in the development of county and regional plans and intergovernmental programs.
- A source of information: Comprehensive plans provide a valuable source of background information for staff, local boards, commissions, organizations, citizens and businesses.
- A long-term guide: The plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical, social and economic environment of the community.

Goals and Objectives

The Town of Brooklyn adopted the following fourteen goals set by the State of Wisconsin's Smart Growth Planning Legislation, as the basis for determining area specific goals (shown under the element categories, i.e. housing, transportation, etc.) in the Comprehensive Planning Process. The Town should use these fourteen and the

goals and objectives listed in each of the individual elements (copied below) to carry out the Plan implementation process.

1. Promotion of the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial and industrial structures;
2. Encouragement of neighborhood designs that support a range of transportation choices;
3. Protection of natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces and groundwater resources;
4. Protection of economically productive areas, including farmland and forests;
5. Encouragement of land uses, densities and regulations that promote efficient development patterns and relatively low municipal, state governmental and utility costs;
6. Preservation of cultural, historic and archaeological sites;
7. Encouragement of coordination and cooperation among nearby units of government;
8. Building of community identity by revitalizing main streets and enforcing design standards;
9. Providing an adequate supply of affordable housing for individuals of all income levels throughout each community;
10. Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential commercial and industrial uses;
11. Promoting the expansion or stabilization of the current economic base and the creation of a range of employment opportunities at the state, regional and local levels;
12. Balancing individual property rights with community interests and goals;
13. Planning and development of land uses that create or preserve varied and unique urban and rural communities; and
14. Providing an integrated, efficient and economical transportation system that affords mobility, convenience and safety, and meets the needs of all citizens, including transit-dependent and disabled citizens.

Housing

Goal: Provide adequate amounts of housing while protecting our rural character.

- Carefully plan for residential development and encourage the majority of new development to occur around existing infrastructure and populated areas.
- Encourage infill development to provide housing by increasing density in already populated areas as opposed to creating sprawl that will be detrimental to the area's existing rural aesthetics.
- Limit areas where new subdivisions shall be located. Development of subdivisions outside the built up area that may impact the rural setting and natural amenities shall be limited.
- Create compact new subdivisions in residential planned areas consisting of one (1) to two (2) acre lots. Avoid the creation of five (5) acre lot subdivisions.
- Support subdivision designs that blend into the existing rural neighborhood character. Encourage plans that enhance our pastoral setting and have a minimal impact on existing wooded areas and open space vistas.
- Encourage the addition of a landscaped buffer between the edge of a new subdivision and the road right-of-way.

Goal: Provide adequate amounts of housing while protecting our environment and natural resources.

- Work with County Officials to create ordinances regarding lakeshore development and shoreland vegetation removal practices.
- Necessitate the use of retention ponds for new subdivisions in accordance with County and State regulations.

Goal: Ensure adequate public facilities are available to support new residential growth—in a cost-effective manner for governmental services.

- Educate officials, residents, landowners and developers on the increased cost of infrastructure and services to lots outside the existing community.
- Encourage the majority of new development to occur around existing populated areas.
- Require new developments to satisfy all subdivision ordinances and design standards established by the Town and any other governmental agency.
- Encourage compact infill development within the existing built up area to minimize urban sprawl.

Goal: Provide a range and diversity of housing opportunities for households of all sizes, types, incomes, ages, and special needs.

- Encourage owner-occupied houses on smaller lots.
- Assist in identifying and eliminating barriers to affordable housing by educating the public on County programs that assist lower income individuals and families with homebuyer's assistance.
- Provide a variety and range of housing types and densities through a range of zoning classifications.
- Multi-family housing should be utilized to provide a range of housing and to buffer transitional land uses.
- Provide a balance of housing types, price ranges and densities.

Goal: Maintain and enhance the existing housing stock so it continues to provide a quality and safe living environment.

- Promote the maintenance of low and moderate cost housing through the utilization of all available methods of assistance.
- Adopt ordinances that prohibit unsafe conditions, due to poor maintenance of residential dwellings.

Transportation**Goal: Develop an efficient and safe comprehensive transportation system that separates traffic by function, speed, volume and type, and facilitates the movement of people and goods.**

- Continue to develop and implement a comprehensive roadway improvement and maintenance program. Determine road maintenance projects based on the annual Town Board road tour and information from the Paser worksheets.
- Develop a street system that provides a hierarchy of arterial and collector streets, and an internal local road system that allows local traffic to circulate within residential areas.
- Maintain and upgrade the existing street system to accommodate current and projected traffic.

- Coordinate efforts with the City of Green Lake, other adjacent communities, Green Lake County and the WisDOT, when planning, coordinating and implementing highway or major street projects.
- Require the reserving and/or dedication of adequate street right-of-way in all new developments, subdivisions and CSM's, and require all streets to be constructed to Town standards and specifications.
- Locate all driveways in accordance with the Town of Brooklyn's Driveway and Culvert Ordinance, and other County or State regulations.

Goal: Coordinate local transportation issues with regional transportation facilities and plans.

- Review regional, County and State plans prior to making transportation related decisions.
- Continue to work with the City of Green Lake to divide up road maintenance and plowing services on "shared" roads/streets in a cost effective efficient manner.
- Pursue funding sources and grant alternatives for road maintenance projects.

Goal: Promote the development and opportunity for alternatives to the automobile.

- Encourage the use of bicycles and the development of pedestrian/bicycle trails along heavily used roads.
- Encourage participation in becoming part of any future regional bicycle trail.
- Assess the feasibility of any cooperative transportation program that may become available in the future.
- Explore funding opportunities to assist in development of alternative transportation modes, funding to assist the low to moderate income and compliance with the Americans with Disability Act (ADA).

Goal: Encourage growth and development that allows for cost-effective governmental services and infrastructure costs.

- Encourage compact development that is adjacent to existing urbanized areas.
- Encourage infill development.
- Educate officials, residents, landowners and developers on the increased cost of services to lots outside of the existing community.
- Keep citizens informed on basic expenditures and the distribution of their tax dollar.

Goal: Form partnerships with other communities to share services and facilities.

- Continue to work with the City of Green Lake to divide road maintenance and snow plowing on "shared" roads/streets.
- Promote the existing joint operation of the fire department and library with the City of Green Lake.

Agricultural, Natural, and Cultural Resources

Goal: Preserve and protect existing environmentally sensitive areas and natural resources within the Town.

- Construction should be avoided in environmentally sensitive areas.
- Avoid "Pyramiding" development around the Lake.
- Limit development of condos and apartments on the Lake to reduce multi-pier usage.
- Encourage the County to amend the Shoreland Ordinance, with the purpose of placing more stringent restrictions on removal of shore cover.
- Protect our water resources from harmful recreational use and detrimental agricultural practices.

- Partner with the DNR to implement conservation procedures and goals. Support conservation options and incentives for developers.
- Encourage environmentally friendly developments that will not cause pollution to our Lake or wetlands.
- Necessitate sound storm water runoff control, the use of detention ponds in new subdivisions and compliance with County and State erosion regulations.
- Curtail non-point pollution sources by educating the public on the detrimental effects of excessive lawn fertilization.

Goal: Preserve and protect our soil and groundwater quality.

- Encourage proper agricultural techniques to prevent sediment erosion and nutrient run-off.
- Enact an Ordinance prohibiting the use of holding tanks on new construction.
- Remain informed and comply with all future laws on proper waste disposal.
- Educate and work with local farmers to limit soil erosion and nutrient run-off.
- Educate and work with residents to limit excessive use of fertilizers and pesticides.
- Avoid construction in environmentally sensitive areas.

Goal: Preserve our agricultural lands.

- Encourage farmable open land areas to be used for agricultural purposes.
- Support the family farms.
- Team with intergovernmental groups to encourage no-till farming.
- Encourage the preservation of farmland as a type of open space.
- Encourage compact development that is adjacent to existing urbanized areas.
- Encourage development in non-prime agricultural areas.
- Encourage infill development within existing populated areas as opposed to building on open space farmland.
- Educate residents, landowners and developers on the increased cost of services to lots outside of the existing community.

Goal: Protect our rural character, agricultural landscape and scenic vistas so residents and visitors can enjoy the beautiful rural scenery, rolling hills and wooded areas.

- Encourage compact development that is adjacent to existing urbanized areas.
- Support construction that minimizes the impact on existing wooded areas and their vistas.
- Plan and zone as much as possible to preserve our fields, wooded lands and rural scenery as open space.
- Plan new developments with rural roads and ditches as opposed to curbed streets with stormwater drains.

Goal: Preserve our cultural and historical amenities.

- Preserve our Indian camp sites and burial mounds.

Economic Development

Goal: Improve the strength of the local economy by supporting existing businesses within the Town.

- Meet with local businesses to discuss their needs, products, and their purchased components, to see if any of these could be possible supplemental businesses in the area.
- Assist existing businesses with retention and expansion efforts in the community.

- Maintain tourism as an important and vital role in our community by supporting public festivals and events, and protecting the water quality of the Lake.
- Encourage additional business pursuits that could manufacture component materials used by existing businesses, or extend the services of existing businesses. Possibilities include delis or food outlet stores to sell farm products, tours of the area's traditional / non-traditional farm operations or wildlife areas, machinery rental, custom crop planting / harvesting services, or installation services for merchandise purchased at other area businesses.

Goal: Improve the diversity and strength of the local economy by attracting a mix of new quality, clean businesses that bring added services and favorable jobs to the local economy while preserving the rural character of the area.

- Designate areas that promote business viability.
- Encourage a variety of industrial and service businesses, such as restaurants, food processing facilities, banks, stores, real estate agencies, computer sales with installation and instruction services, and boat and marine services.
- Encourage a variety of professional offices and research centers, such as medical offices, legal offices and experimental research labs.
- Continue to identify specific businesses that would provide added goods and services that are beneficial to the community, which in turn, will provide a healthy atmosphere for the survival of the business.
- Encourage new businesses that are rural in nature, such as fruit orchards.
- Encourage aqua agriculture businesses that could provide bait for fishermen.
- Encourage new businesses that provide infrastructure and goods to existing businesses, such as organic farm operations that could provide organic foods to area restaurants or health food outlets, or warehousing for existing businesses.
- Locate businesses in compatible designated land use areas.
- Encourage businesses that will compliment the rural character of the Town and the quaint, nostalgic character of downtown Green Lake.

Intergovernmental Cooperation

Goal: Continue successful cooperative agreements that already exist and explore the possibilities of sharing additional services with other units of government.

- Become involved with other communities, organizations, institutions and programs to become aware of opportunities to share services.
- Meet with other agencies to discuss benefits to both municipal parties.

Goal: Implement the sharing of services with other units of government, when it is practicable and beneficial.

- Intergovernmental opportunities should be cost beneficial to the Town and improve the quality of life in the community.
- Sharing of municipal services should be reviewed and utilized when beneficial to the Town.

Land Use

Goal: The Town should be developed and redeveloped in accordance with the policies and goals in the Town of Brooklyn's adopted Comprehensive Plan.

- Proposed amendments to the approved Comprehensive Plan shall be reviewed and evaluated on the basis of the general goals and policies set forth in the approved

Comprehensive Plan. Amendments contrary to approved goals and policies shall not be approved if the amendment is contrary to the general goals and objectives of the Comprehensive Plan, or the public health, safety and general welfare of the Town.

- Brooklyn's Plan Commission shall recommend amendments, revisions and periodic review of the approved Comprehensive Plan to the Town Board. Procedures shall be followed, as outlined in the "Public Participation Plan".
- Amendments shall comply with all Town, County, State and Federal regulations.

Goal: Preserve and protect our natural and cultural resources and environmental systems.

- Development shall be designed so as to minimize impact on our natural and cultural amenities.
- County, Regional, State and Federal regulations shall be enforced, and agencies consulted as needed when dealing with environmentally sensitive areas in the Town.

Goal: Preserve and protect our agricultural resources and open space vistas.

- Maintain a compact pattern of growth and development and promote infill to avoid excessive agricultural land loss.
- Promote development within the community that is located in such a way to minimize agricultural land loss.
- Direct rural housing away from property highly suited for agricultural uses.

Goal: Preserve and enhance the image and functionality of the Town as a desirable place in which to live, work and play.

- Promote efficient land development that is compatible with adjacent land uses, is well integrated with the transportation system, and is sensitive to the natural environment.
- Commercial and industrial development shall be designed and located where there will be minimal impact on adjacent residential land uses. Buffers shall be utilized and maintained where necessary to minimize the impact on adjacent residential uses.
- Residential development shall be designed and located where there will be minimal impact from adjacent non-compatible land uses. Buffering shall be utilized to minimize the impact of more intense land use types adjacent to low-density residential neighborhoods.
- Promote development, which is cost effective to the public by the efficient use of present and future public investments in roads and services.

Proposed Changes to Existing Plans, Ordinances, Policies and Programs

The primary mechanisms for implementing the Comprehensive Plan are the Zoning Ordinance and the Subdivision Ordinance. Brooklyn is under the umbrella of the Green Lake County Zoning Ordinance, and the Green Lake County Subdivision Ordinance.

Currently, both of these Ordinances are in the process of being revised. Brooklyn is taking an active part in these updates by reviewing the draft copies, and providing input to the County.

Adoption of the Comprehensive Plan

The Brooklyn Plan Commission, by a majority vote, recommended adoption of the Comprehensive Plan through the passage of a resolution on May 21, 2003. The "participants", the Wisconsin Land Council, and the Department of Administration were sent

copies of the recommended draft plan to provide an opportunity to gain any additional input. A Class I notice was posted in the Green Lake Reporter, to notify the public of a presentation and public hearing on the Comprehensive Plan. The Plan was adopted by the Town Board, by a majority vote on August 5, 2003.

Process for Updating the Comprehensive Plan

It is recommended that the town review the adopted Comprehensive Plan periodically to ensure goals and objectives accurately reflect the policy guidelines to be followed by the Town. However, great care must be taken to ensure that revisions are based on the goals and objectives of the community, and not based on individual land use requests. The Plan must guide the development—the development should not guide the Plan. In accordance with the Smart Growth Legislation, the Plan must be updated at least every ten years.

In the future, amendments to the adopted Comprehensive Plan may be necessary to maintain the current policies of the Town. Any proposed amendments to the adopted Comprehensive Plan shall comply with procedures outlined in the Smart Growth legislation and amendments to that legislation.

Plan Revisions

The following procedure iterates the procedure that shall be used to make amendments to the Plan:

- By means of a 2/3 majority vote resolution, the Plan Commission will recommend to the Board, an Ordinance amending the Plan.
- The Town Board will review the resolution and may request revisions from the Plan Commission.
 - If revisions are requested, the resolution, the proposed amendment and a listing of the alteration requested will be returned (by the Town Board) to the Plan Commission for reconsideration.
 - After making any necessary revisions, the modified amendment and a resolution, recommending adoption of the amendment, will be sent back to the Town Board for adoption (or rejection).
- A copy of the proposed amendment will be sent to the affected “participants”, the Wisconsin Land Council and the State Department of Administration for review.
- A Public Hearing will be held on the amendment. (A First Class notice will inform residents of the Hearing, including the date, time, place and a summary of the proposed amendment.) Responses will be made, at the Public Hearing, to any written comments, which may have been received.
- The Town Board will adopt (or reject) the amendment by a majority vote, following the public hearing.
- The Town will forward notification to the affected Plan “participants”, the Wisconsin Land Council and the Department of Administration.

Approach to Implementing the Plan

The following strategies or projects should be followed or completed to help implement the Plan. Notice that some of these projects have been done simultaneously with the creation of this Plan.

Strategy	Time-Table
The ultimate approach to implementing the Plan is to make future decisions based on the Plan's Goals and Objectives. (Copies of the Goals and Objectives from each element is shown above).	Ongoing
Create an ordinance prohibiting the use of holding tanks on new construction.	Completed
Create a property maintenance ordinance.	Completed
Periodically talk with the City of Green Lake to determine areas where both communities could benefit through cooperation.	Ongoing
Talk with existing businesses to ensure the Town is providing them with necessary services.	Ongoing
Talk with existing businesses to encourage the possible creation of "spin off" businesses.	Ongoing
Actively pursue desired businesses or corporations and educate them on the benefits of Brooklyn.	Ongoing
Continue to monitor and communicate with the County to ensure that the County Zoning Ordinance is fulfilling Town needs.	Ongoing
Continue to monitor and communicate with the County to ensure that the County Subdivision Ordinance is fulfilling Town needs.	Ongoing
Continue to monitor and communicate with the County to ensure that the County Stormwater Ordinance is fulfilling Town needs.	Ongoing
Explore the possibility of connecting a bicycle / pedestrian trail from the "Town Center" with the City.	1 year
Encourage the development of bicycle / pedestrian trails be included in new development.	1 year
Review the Comprehensive Plan every 3 years to be sure Goals and Objectives are being met. Update the Plan every 10 years.	3 years
Display informational displays or brochures at elections.	Ongoing

Town of Brooklyn Public Participation Plan

Plan Commission Formation

The Town created a Plan Commission in February 2001, consisting of a diverse cross section of the population to gain greater insight on citizen wishes. To help determine the members, a sign-up sheet was available at the election polls, requesting names of interested people. Questionnaires were sent to those respondents to determine their backgrounds and availability. The questionnaire enabled the Board with the necessary information to form a Plan Commission consisting of a cross section of ages, occupations, interests and residential locations. This diverse group of people will aid in being an accurate sampling of the Town's wishes.

The Plan Commission is the governmental body charged with the formation of the Comprehensive Plan. The Plan Commission works on the Plan on a monthly basis. All meetings are open to the public, and residents are encouraged to attend and participate in discussions.

Participants

Along with Town of Brooklyn Plan Commission, Board and Residents, the following neighboring and related groups (referred to as the "participants") are anticipated to be involved in the planning process through public meetings and plan review.

- East Central Regional Planning Commission
- Wisconsin Department of Transportation (WisDOT)
- Green Lake County—County of jurisdiction
- Counties: Fond du Lac and Winnebago
- Green Lake County Townships: Green Lake, Marquette, Princeton, St. Marie and Berlin;
- Fond du Lac County Townships: Ripon and Metomen;
- Winnebago County Township: Nepeuskun;
- Cities: Green Lake and Ripon (Although not adjacent to Brooklyn, Ripon is approximately 4 miles away, so planning goals must be consistent.);
- School Districts: Green Lake, Berlin and Ripon;
- Lake Association: Green Lake Association and the Green Lake Preservation Society;
- Utility District: Green Lake Sanitary District;
- Dartford Cemetery Association (Cemetery is co-owned by the Town of Brooklyn and City of Green Lake);
- Bluffton Cemetery Association
- Inter County Commission (ICC);
- Caestecker Library (co-operated by the Town of Brooklyn and City of Green Lake);
- Green Lake/Brooklyn Volunteer Fire Department (co-operated by the Town of Brooklyn and City of Green Lake);
- Green Lake First Responders(co-operated by the Town of Brooklyn and City of Green Lake);
- Green Lake City Summer Recreation Program (co-operated by the Town of Brooklyn and City of Green Lake).

Planning Procedures and Plan Adoption

During the preparation of the Comprehensive Plan, the Town of Brooklyn will create opportunities for review and comment by Brooklyn residents and other participants listed above through the following:

- The Town will meet with each of the above groups during the preliminary stages of planning to gain their insight and encourage them to attend any of the Plan Commission planning meetings. Plans will be reviewed and any areas of discrepancy will be discussed at this meeting. Additional opportunities of shared services or equipment will be discussed. These groups will be made aware of the Town's willingness to meet with them or have special presentations.
- The Town will discuss Plan revision options to minimize discrepancy conflicts between jurisdictions at a Town Plan Commission meeting. The Town will meet again with that entity to come to a consensus acceptable to both communities.
- Regular newspaper notices and agenda postings, in the usual designated places, will inform the public of regular planning meetings.
- Newspaper press releases or advertisements along with notices posted at the Ripon and Green Lake Library will inform the public of special planning events (i.e. open house presentations).
- A report showing plan progress will be included with a Town mailing and be available at the polls during 2002 and 2003 elections.
- The Town will hold an open house during the mid plan time area, inviting each of the "participants" for insight. Displays will show progress to date.
- A preliminary draft Plan will be created for the Town, each of the Plan Commission members and Board members for review.
- The Plan will be prepared according to Wisconsin Statutes which includes the 9 elements and 14 Plan goals.

Plan Adoption

- The Plan Commission will adopt the draft plan by means of a majority vote resolution recommending adoption of the Plan to the Board.
- The Plan will be reviewed by the Town Board and requested revisions will be made.
- A copy of the draft plan will be sent to each of the "participants", the Wisconsin Land Council and the Department of Administration.
- A presentation meeting will be held to encourage verbal or written comments on the draft plan. Additional copies will be placed in the Green Lake and Ripon Libraries.
- Necessary revisions will be made by the Town Board upon Plan Commission recommendation.
- A second open house or public meeting will be held and "participants" will be invited to a presentation of the final plan.
- Any necessary revisions will be made and an explanatory letter will be sent to the "participants".
- A public hearing will be held by the Board prior to the adoption of the Plan.
- Necessary revisions will be made.

- The Board will adopt the Plan by majority vote through an ordinance.
- Each of the “participants” will receive a copy of the adopting ordinance and the adopted plan.
- The Town, along with the other governmental entities, where a cooperative agreement for sharing services is feasible, will set the parameters to begin the agreement.

Plan Revisions

During the life of the Plan, revisions can be made using the following procedure:

- By means of a majority vote resolution, the Plan Commission will recommend to the Board, an Ordinance amending the Plan.
- The Board will adopt the resolution and/or request revisions from the Plan Commission.
- After making any necessary revisions, the recommending resolution will be sent to the affected “participants”, the Wisconsin Land Council and the Department of Administration for review.
- The Plan Commission will recommend, to the Board, to adopt (or reject) the ordinance amendment.
- A Public Hearing will be held on the amendment.
- The Board will adopt (or reject) the amendment by a majority vote, following a public hearing.
- The Town will forward notification to the affected Plan “participants”, the Wisconsin Land Council and the Department of Administration.

Map 1

Location Map

Green Lake County
Wisconsin



—○— State Highways



Water

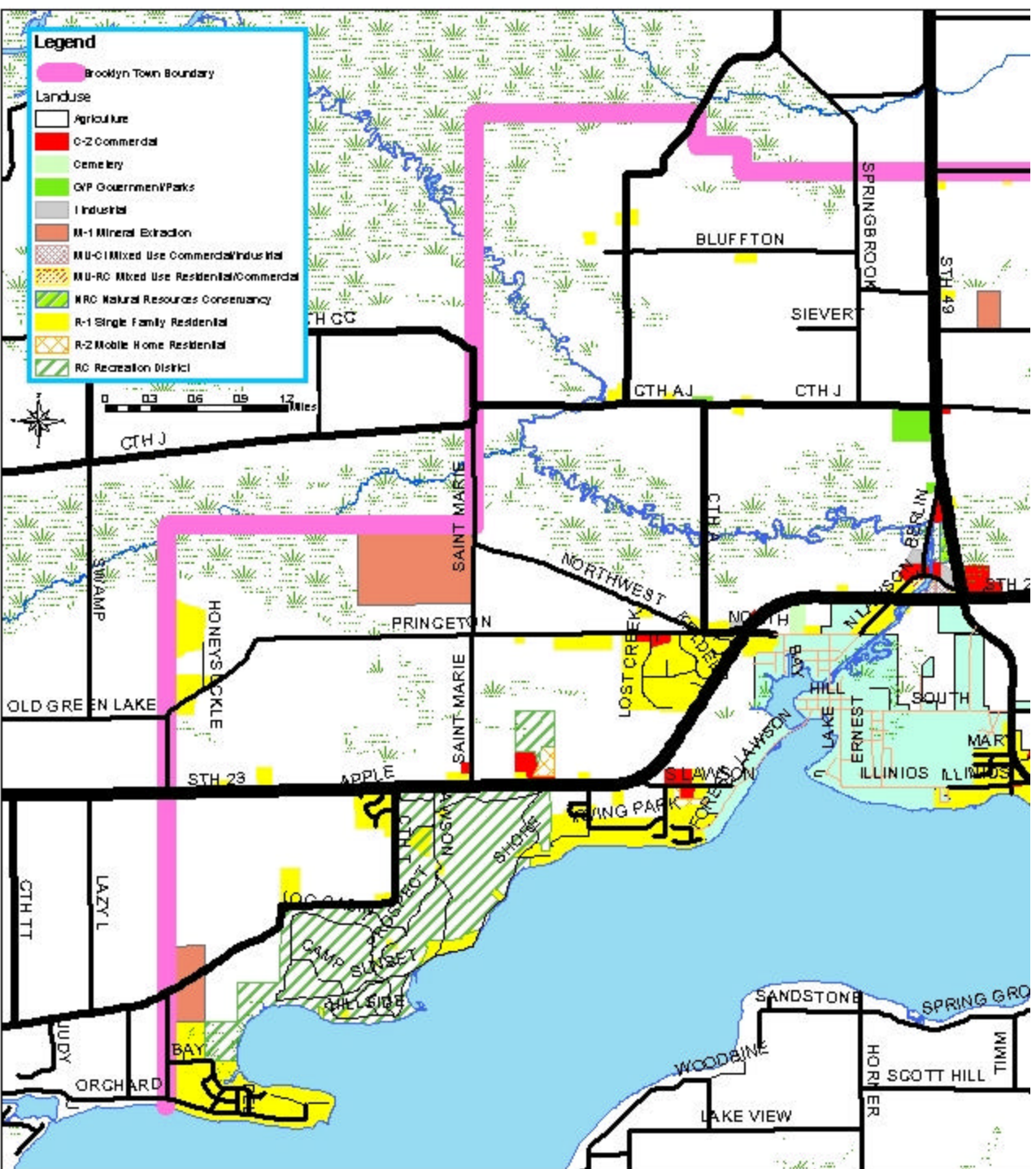


Municipalities



Planning & Zoning Department





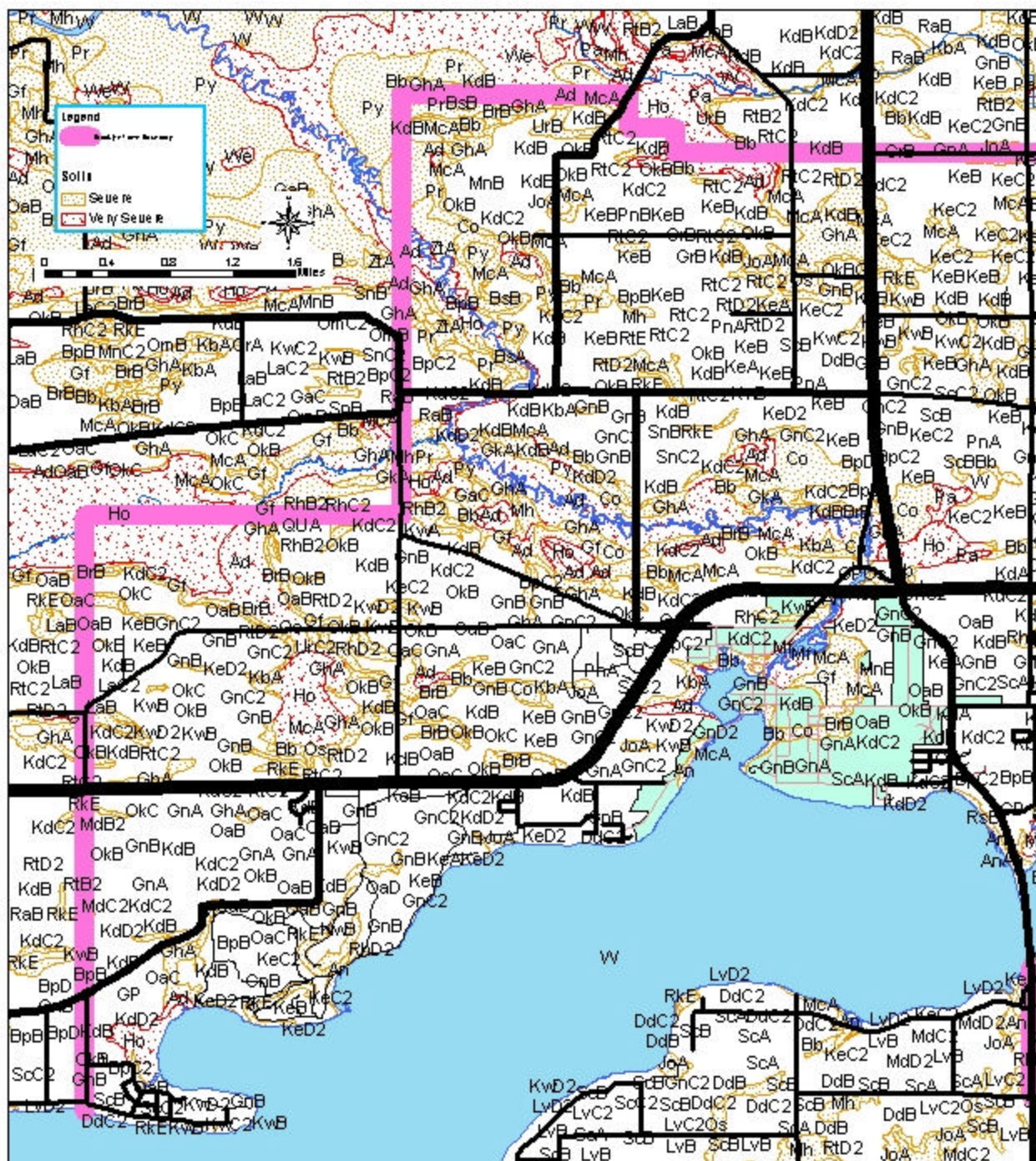
Town of Brooklyn Current Land Use

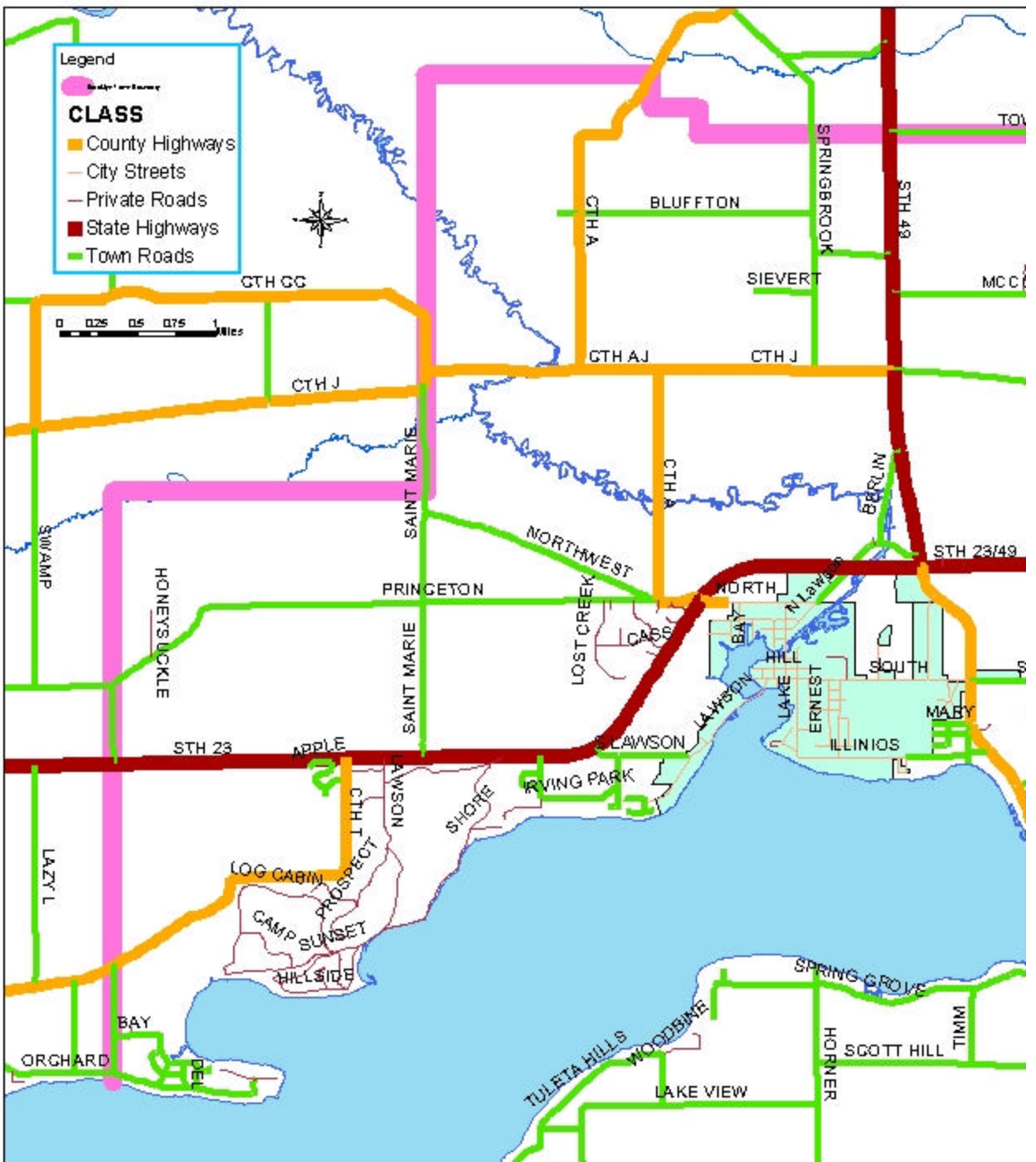
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August 5, 2008

Town of Brooklyn Soils





Town of Brooklyn Roads

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August 1, 2008

